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# ATLANTIC FISHERMAN

MAY, 1947

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**CHRYSLER MARINE ENGINE**  
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Why thousands  
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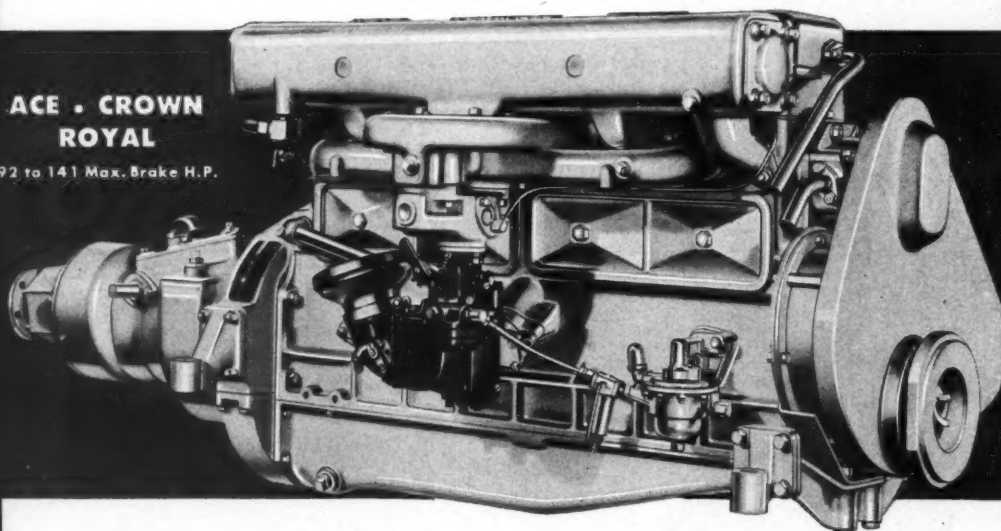


A complete marine power plant—engine, reverse and reduction gears—all designed and built by Chrysler • Superfinished parts for economy and long life • Simplicity of design—readily accessible for servicing • Compact, light weight per horsepower—saves weight and space •

Flywheel forward or aft—for greater flexibility of installation • All Weather Safety—starter, generator and regulator made of corrosion-resistant material and sealed • Full-Flow Oil Filter and Automatic Thermostatic Temperature Control—quick warm-up, steady running.

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92 to 141 Max. Brake H.P.



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The new 20th Anniversary Chrysler Marine Engines are setting new standards of safety, smoothness, economy and dependability. Backing them up is your Chrysler Marine Engine dealer with a balanced stock of genuine parts and excellent service to give you maximum fishing hours. See him today. Marine Engine Division, Chrysler Corporation, Detroit 31, Michigan.

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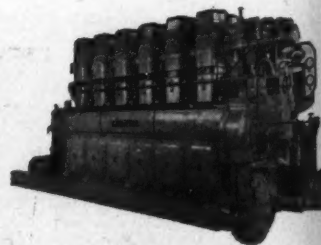


Parts and service for Enterprise Diesel Engines are supplied by one of the most complete organizations in the Diesel Industry. Enterprise Representatives are located not only at these key points throughout the nation but are also international in scope, offering uniform Enterprise service throughout the world. In addition, a thoroughly trained staff of experienced engineers is at all times available for consultation. This immediate, expert service means lower maintenance cost and greater dependability. When you select Enterprise, these services become yours, as a vital part of your diesel application. We invite you to investigate the advantages of Enterprise Diesel Engines and Enterprise Service.

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# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes



P. G. LAMSON, *President*

GARDNER LAMSON, *Publisher*

L. E. HALL, *Editor*



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NO. 4

## Fish & Wildlife Service Funds Should Not Be Reduced

Recent action by the House of Representatives in drastically reducing the Fish & Wildlife Service appropriation is a serious blow to the fishing industry, and it is hoped that the needed funds will be restored by the Senate. As originally reported by the House Appropriations Committee, the overall Department of Interior appropriations were cut 47%, the Fish & Wildlife Service figure was reduced from \$10,338,000 to \$5,960,000. The funds for the F&WS Division of Commercial Fisheries were reduced 81% and those for the Fishery Market News Service, 46%. However, when the Interior Appropriations bill passed the House, an amendment partially restored the cuts on the latter items but still left the Commercial Fisheries Division with a 50% slash and the Market News Service with 29% less.

If the House reductions are sustained by the Senate it will force the closing of fishery technology laboratories at Boston and Puerto Rico, will halt the operations of four mobile laboratories, will eliminate all statistical surveys except those in New England and New York and limited work on the Pacific Coast, and will necessitate the discontinuance of markets news offices in New Orleans, Jacksonville, San Pedro, Calif. and Hampton, Va.

The desire of Congress to economize on Government expenditures can be appreciated. But appropriations for fisheries work always have been comparatively small and if any revision is needed, it certainly should be upward. The Government's average annual appropriations provide \$7.04 for each ton of farm products, but only 82c for each ton of fishery products.

As it is, the industry receives relatively few statistical, technological and economic services. Laboratory facilities are modest and widely scattered, and provision for collecting production statistics is extremely limited in many areas. The United States is the only important maritime nation without a fishery research vessel. Funds requested for the coming fiscal year are equivalent to those currently provided.

The services furnished by the Fish & Wildlife Service are vitally important to the fishing industry. Their statistics of the yield and value of fishery products are widely used by State and Federal agencies as a basis for protecting and developing the natural resources of the sea.

For example, the Tariff Commission, State and Commerce Departments, Federal Trade Commission and Bureau of Statistics require such information for use in connection with tariff regulations and other Government functions required by law.

The industry itself needs data on production, prices and storage inventories as a means of guiding its economic functions. It also should have the benefit of biological and technological studies that are invaluable in developing new methods of production and processing, which lead to marketing new and improved products, and permit greater utilization of our national resources.

In order to provide Government and industry with the data they need, the Fish & Wildlife Service must be allowed to carry on its present functions.

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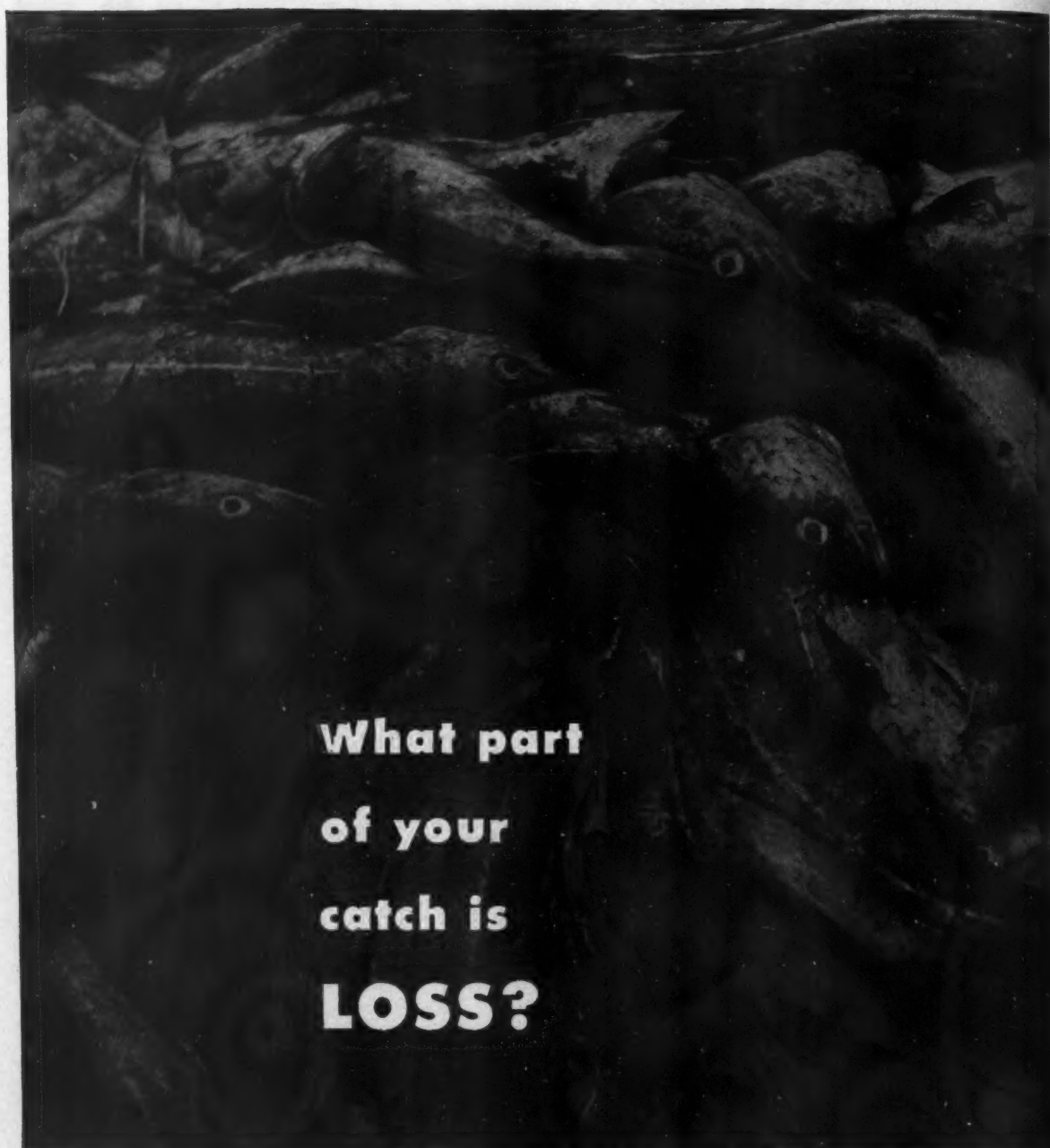
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**What part  
of your  
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LOSS?**

These "in-the-red" fish could be in your catch without your even knowing it . . . if you depend on improper engine fuels and lubricants. Because improper fuels and lubricants can run up costly engine repairs and delays . . . cut down on performance AND PROFITS.

To help protect your engine's performance—enjoy the quality of Esso Marine Fuels and Lubricants. They'll give you *dependable* performance to and from the fishing grounds . . . mile after mile and month after month.

To help put all of your catch on the profit side, do as many experienced fishermen do—rely on Esso Marine . . . the high-quality fuels and lubricants of the fishing grounds.



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## FLEXIBILITY adds PROFITS

The Consolidated Lobster Company has installed Cummins Dependable Diesels in four of its boats which carry lobsters to Gloucester and Boston from as far away as Newfoundland and Nova Scotia. The *Satellite*, shown here off the Maine Coast, is powered with a Model HMRS-603 Cummins Dependable Diesel. In work where engine failures could be extremely costly. Consolidated Lobster Company depends on Cummins Diesels. The flexibility of Cummins Diesel Engines . . . their ability to perform reliably and economically under all operating conditions . . . plays an important part in quick trips to market . . . can play an equally important role in increasing profits from your boat.



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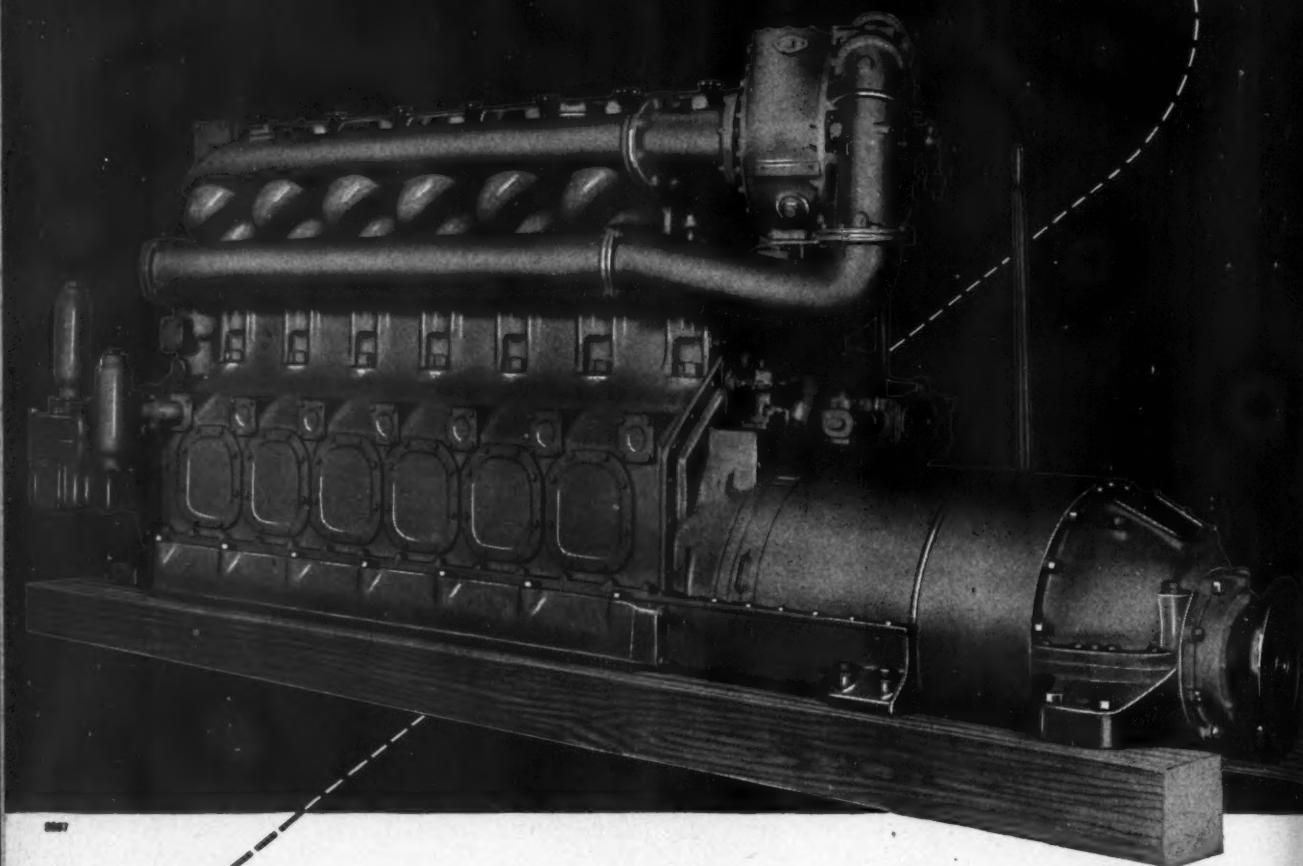


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—with Sailing Clutch and In-Line Planetary Type Reduction Gears

**Typical of the sturdy construction** of the NORDBERG 9" x 11½" Diesel Engines is the bedplate and frame assembly. The bedplate is a one-piece casting of fine grain high-tensile iron extending the length of the engine and serves as the lower half of the crankcase. Heavily ribbed and transverse sections provide rigid support for the crankshaft and main bearings. The lower portion forms a dry sump.

The engine frame—a single casting of alloy iron—is held securely to the bedplate by means of

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Removable steel-shell, babbitt-lined, precision-type bearings are provided. Efficient and continuous pressure lubrication is maintained, and the lower half of the main bearing shells are free from oil grooves in the high pressure area.

Reduction Gears are available in ratios of 2.0 and 2.7 to 1.

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BORE-STROKE | 9" x 11½", Built in 6, 7 and 8-Cylinder Models.  
Standard Brake | Non-Supercharged — 50 HP/Cyl. at 720 R. P. M.  
HORSEPOWER | Supercharged — 75 HP/Cyl. at 720 R. P. M.  
RATING  
Recommended speeds for marine service—600 and 720 R. P. M.



# The Sounding-Lead

**APPROPRIATIONS CUT**—The biggest fishery news in Washington these days is the commercial fisheries appropriation for the fiscal year beginning July 1, 1947. Here's the story in brief as May begins: the House Appropriations Committee cut the recommended appropriation for the Division of Commercial Fisheries from \$401,000 to \$75,000 and the recommended appropriation for the Fishery News Service from \$140,000 to \$75,000. That's the way that section of the Interior Department appropriations bill went to the House floor. It was the idea of the House Appropriations subcommittee handling the Interior appropriations bill that the fishing industry could take over collection of statistics, market news and technological research. They were not aiming at the fishing industry in particular; they had an idea that the coal and petroleum industries could do the same thing.

Charles Jackson and Ray Steele of the National Fisheries Institute got together with Lawrence Hart of the Gloucester Fisheries Assn. and Thomas Rice of the Massachusetts Fisheries Association, who happened to be in Washington, and aided by the Fish & Wildlife Service, worked up data as to the meaning of these cuts. They didn't have any trouble enlisting the aid of fishery-minded members of Congress. Representatives Bates and McCormick of Massachusetts did yeoman work in convincing the House that more money is needed. Finally, Republican leaders were convinced, and, instead of a mere \$75,000, Commercial Fisheries got \$200,000 and the News Service got \$100,000.

Although a number of amendments to the Interior Department bill were offered from the floor of the House, the amendment providing more funds for commercial fisheries was the only one approved by the House. This is indicative of the high regard in which the industry is held.

"It is only sound reasoning," said Representative McCormick, Democratic floor leader, "that the widely dispersed fisheries can not take over the physical properties now occupied by the Government. The cost would be prohibitive and the move is not practical. Competition in the fisheries, as in other industries, would smother out fairness and uniform applicability."

**RECIPROCAL TRADE**—In April the House Ways and Means Committee heard representatives of a number of fishery associations testify against further reduction of tariffs on imported fish, particularly fillets. Reciprocal trade agreements with 18 nations are now being written at Geneva, and will become effective in January, 1948. The only hope of the domestic industry is said to be Republican action to give it better protection. In early 1948 the Republicans intend to write into legislation their own version of reciprocal trade, and the substantial record of fisheries testimony now in the hands of the Ways and Means Committee should help the industry.

**LEGISLATIVE HEARINGS**—The House Ways and Means Committee will hold a hearing in the near future on H. R. 2904, a bill to exempt fishing vessels from paying tax under the unemployment provisions of the Social Security Act. The bill was introduced by Congressman Gifford, Republican of Massachusetts and a member of the Ways and Means Committee. The present law subjecting operators of fishing vessels to unemployment provisions has been criticized by fishermen's unions as well as by boat owners. In fact, according to reports, Social Security officials themselves are opposed to it on the ground that the cost of administering it properly—and some uncertainty is said to exist as to whether or not this can be done—outweighs any value that fishermen might gain from it.

A hearing is scheduled to be held soon by the House Merchant Marine and Fisheries Committee on H. J. Res. 101, authorizing the Fish & Wildlife Service to institute a study of the economic development of the domestic fisheries. The bill would appropriate \$20,000 for the study, and the work it would make possible might help compensate for reductions in Fish & Wildlife Service appropriations scheduled by the House Appropriations Committee.

Congressman Fellows of Maine has introduced a bill which would authorize Canadian vessels transporting herring to travel direct to Maine canneries without clearing customs. Fellows, who is a member of the Sub-committee on Fisheries in the House, is in an advantageous position to see that the bill gets proper backing. As yet no known opposition has developed to the proposal.

Congress is considering two new bills which would assure better foods, domestic and imported, and including fish products. One of the bills would amend section 304 (a) of the Food, Drug and Cosmetic Act to add, after the words, "when introduced into or while in interstate commerce", the words, "or while held for sale after shipment in interstate commerce". Recent Supreme Court decisions have held that certain seizures were not adulterated "while in interstate commerce", that is, while being transported. The new legislation is necessary to permit successful prosecution for seizure of foods at any stage of distribution.

The second bill, H. R. 2160, would authorize the Secretary of Agriculture to prescribe standards for labeling, packaging, quality, sanitation, etc., of imported foods. The importance of this bill with respect to fish is evident from the fact that in 1946 there were 4,362 inspections of imported fish, and 800 lots were seized. Quality and pureness of imported foods, including fish, deteriorated in 1946.

**OVERSEAS BUYING**—Due to an acute meat shortage in Britain, buying agents of that country recently have purchased several kinds of canned fish from the United States, including about 400,000 cases of Atlantic Coast silver hake at \$1.50 a dozen, and some rock cod. The Army has cleaned up about all the medium and large shrimp in 7-oz. cans at \$6.00 a dozen, while Britain has been buying up the small at \$5.50.

Important quantities of salmon, California pilchards and Maine sardines probably will be taken for overseas shipment. Many other processed fish products, if low priced enough, will be bought for relief by countries wanting nutritious foods.

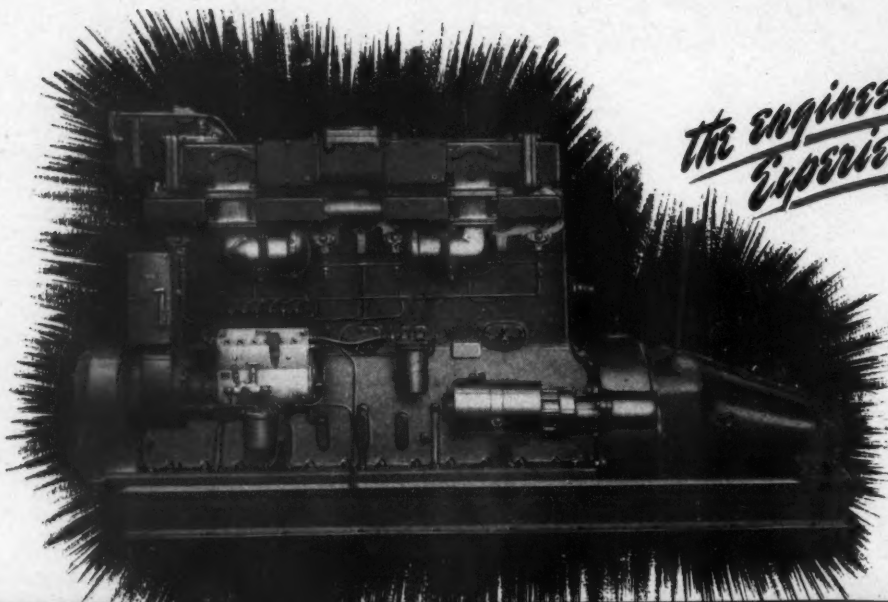
**ADVISORY COMMITTEE**—The Agriculture Department has named a Fishery Research Committee to aid in formulating and carrying out research in fish processing, distribution and marketing in accordance with terms of the Agriculture Marketing Act of 1946. The Committee includes the following: J. L. Alphen, president, General Seafoods Corp., New York; A. E. Burhop, A. E. Burhop, Inc., Chicago; George Burgess, George Burgess, Inc., New Orleans; F. M. Bundy, president, Gorton-Pew Fisheries Co., Ltd., Gloucester; George T. Harrison, president, Tilghman Packing Co., Tilghman, Md.; Milroy Warren, Peacock Canning Co., Lubec, Me.; and five representatives from the West Coast.

Robert W. Tyson, chief of the Fish and Fish Products Division of Agriculture and executive secretary and Government representative of the Committee, states that he hopes to get the Committee together early in June, at which time a chairman will be chosen.

**SALTED FISH STUDY**—A special committee of the Fisheries Division, Food and Agriculture Organization, is conducting a study to determine more accurately the probabilities of International production and consumption of salted fish. Heavy producing and consuming nations, according to Dr. Finn, chief of the Fisheries Division, must have more accurate data on world demand and supply before they can use salted fish in commodity trading agreements. At present there is a good demand for salted fish, with a market for everything produced.

Countries which specialized in salted fish production before the War may produce this product in large quantities again, according to Dr. Finn, as difficulties in disposing of fresh and frozen fish are expected. In Europe factors limiting production are lack of storage, proper transportation, and currency exchange troubles. Spain and Portugal, the Caribbean Islands, Brazil and

(Continued on page 61)



*The engines that  
Experience built...*

BUDA 6-cylinder  
Diesel Marine  
Engine Model 6-  
DCMR-1879. 6 $\frac{3}{4}$ "  
Bore, 8 $\frac{1}{4}$ " Stroke,  
1879 cu. in. Dis-  
placement. For  
work and fish  
boat service, this  
rugged engine  
DELIVERS 171  
USEABLE HORSE-  
POWER AT 900  
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## PERFORMANCE FEATURES

of BUDA Marine Engines that  
pay off in Tough Fish Boat Service!

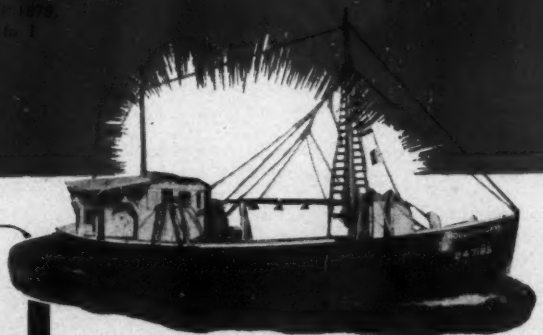
- CONSERVATIVE Horsepower Ratings
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BUDA Diesel Marine Engine Model 6-DCMR-1879,  
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ratio of cost showing up the BUDA's  
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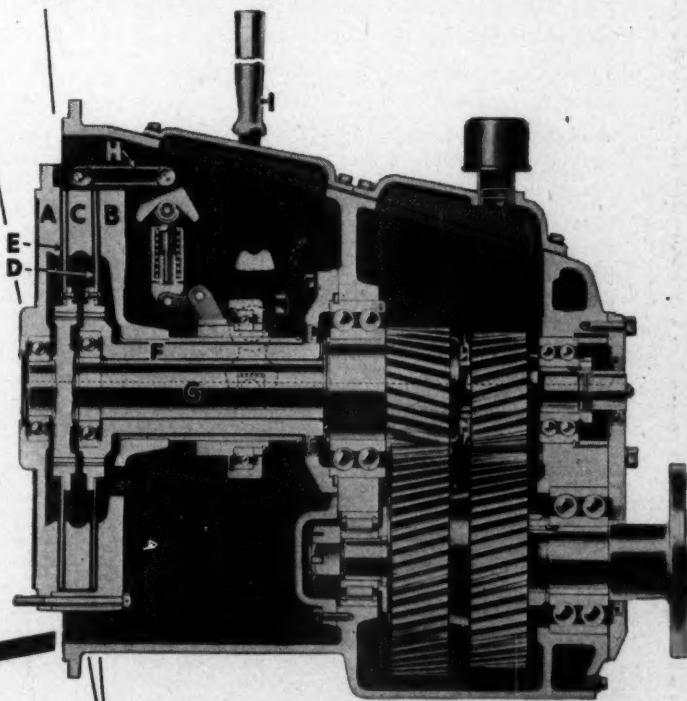
# Positive Shift

## ... QUICK RESPONSE

The cutaway view of a Twin Disc Marine Gear shows how the shift works. The main clutch castings, "A" and "B," are rigidly bolted to the engine flywheel. When you shift the lever "T" in the forward direction, the movable pressure plate "C" exerts pressure against the driving plate assembly "D," or for reverse, the driving plate "E." These driving plates are attached to the respective shafts "F" and "G," by means of gear teeth which provide for the necessary float of the driving plate to obtain proper release when the clutches are disengaged. The movement of pressure plate "C" is obtained by use of a specially designed duplex clutch operating mechanism. This exerts pressure to the pressure plate through a series of pressure links, "H."

Twin Disc Marine Reverse and Reduction Gears assure *positive action, quick response* when shifting from forward to reverse, because you shift or engage *clutches*, not gears. (Your gears are constantly in mesh.) With one straight, horizontal movement of the lever through a positive neutral, direction is changed without delay or gear clash . . . maneuverability is increased.

Write the Twin Disc Clutch Company, Racine, Wisc., for Bulletin No. 142, giving information on the full line of Twin Disc Marine Units. TWIN DISC CLUTCH COMPANY, Racine Wisc., (Hydraulic Div., Rockford, Ill.).



Power Take-off



Heavy Duty Clutch



Machine Tool Clutch



Tractor Clutch



Hydraulic Torque Converter

SPECIALISTS IN INDUSTRIAL CLUTCHES SINCE 1918

# Out of some cold figures, came a story to warm merica's heart

**N**OT LONG AGO, the Secretary of the United States Treasury studied a figure-covered sheet of paper.

The figures revealed a steady, powerful upswing in the sale of U. S. Savings Bonds, and an equally steady decrease in Bond Redemptions.

But to the Secretary, they revealed a good deal more than that, and Mr. Snyder spoke his mind:

"If you give them the facts," he said, "you can always depend on the common sense and long-range judgment of the American people.

"The last few months have given us heart-warming proof of that.

"After the Victory Loan, sales of U. S. Savings Bonds went down—redemptions went up. And that was only natural and human.

"It was natural and human—but it was also dangerous. For suppose this trend had continued. Suppose that, in this period of reconversion, some 80 million Americans had decided not only to stop saving, but to spend the \$40 billion which they had *already* put aside in Series E, F, & G Savings Bonds. The picture which *that* conjures up is not a pretty one!

"But the trend did NOT continue.

"Early last fall, the magazines of this country—nearly a thousand of them, acting together—started an advertising campaign on Bonds. This, added to the continuing support of other media and advertisers, gave the American people the facts . . . told them why it was important to buy and hold U. S. Savings Bonds.

"The figures on this sheet tell how the American people responded—and mighty good reading it makes.

"Once more, it has been clearly proved that when you give Americans the facts, you can then ask them for action—and *you'll get it!*"

## What do the figures show?

On Mr. Snyder's sheet were some very interesting figures.

They showed that sales of Savings Bonds went from \$494 million in last September to \$519 million in October and kept climbing steadily until, in January of this year, they reached a new postwar high: **In January, 1947, Americans put nearly a billion dollars in Savings Bonds. And that trend is continuing.**

In the same way, redemptions have been going just as steadily downward. Here, too, the trend continues.

Moreover, there has been, since the first of the year, an increase not only in the volume of Bonds bought through Payroll Savings, but in the number of buyers.

**How about YOU?** The figures show that millions of Americans have realized this fact: there is no safer, surer way on earth to get the things you want than by buying U. S. Savings Bonds regularly.

They are the safest investment in the world. They pay you \$4 for every \$3 at the end of 10 years. And you can buy them automatically, almost painlessly today, through either of two plans:

If you are eligible for the Payroll Plan, for your own sake and your family's sake, get on it . . . and watch your savings mount up.

If you are not eligible for the Payroll Plan, but have a checking account, see your banker and get him to tell you about the new Bond-a-Month Plan.

Either of them will set you on the road to financial security, and the happiness that comes with it.

## Save the easy, automatic way—with U. S. Savings Bonds

Contributed by this magazine in co-operation with the Magazine publishers of America as a public service.





I was looking ahead  
when I bought a  
3½ H.P. AIRCOOLED  
*Sheppard Diesel*



**THERE ARE** cheaper engines. But, the rugged little Sheppard will be going strong long after the others would have worn out.



**NO ELECTRICAL IGNITION**... no carburetor... means a minimum of servicing and lower maintenance costs. Looking ahead over a period of years—that's important.



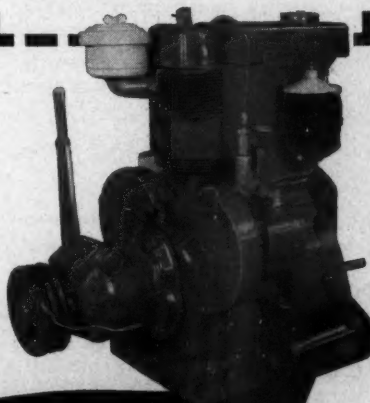
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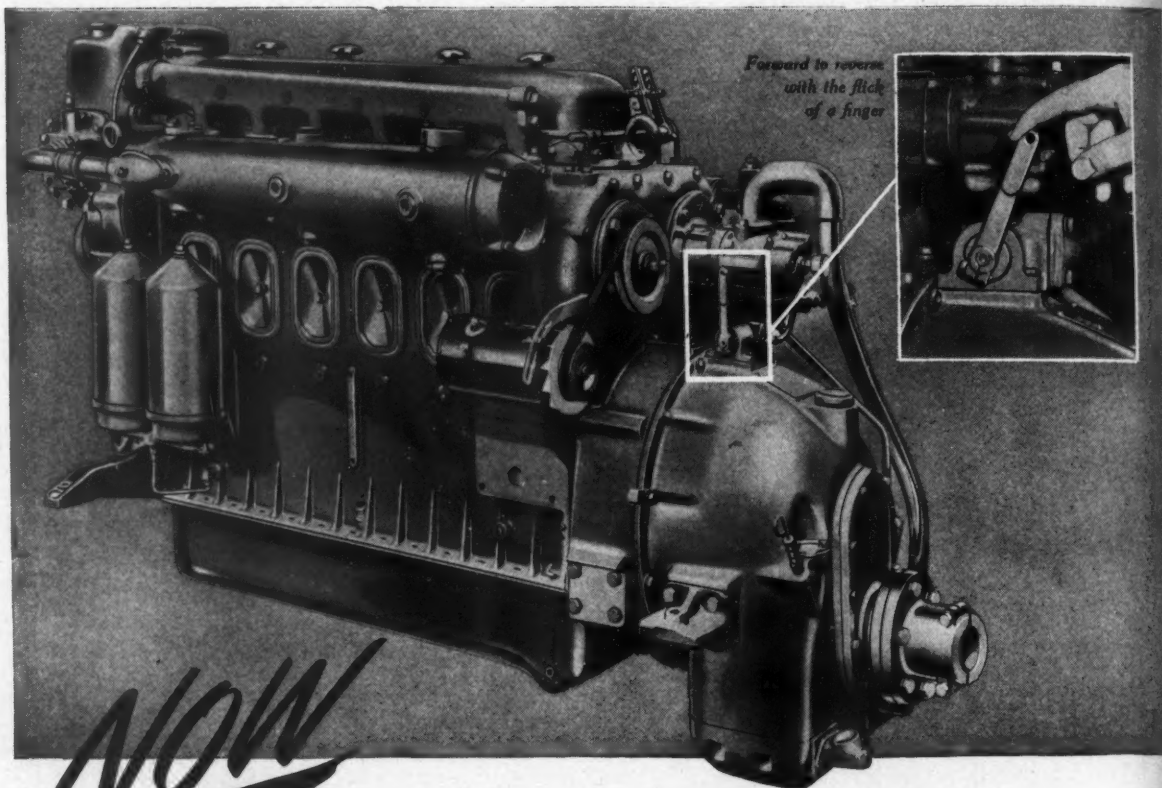
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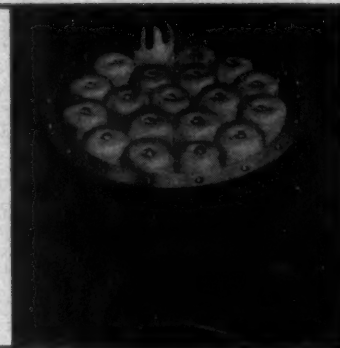
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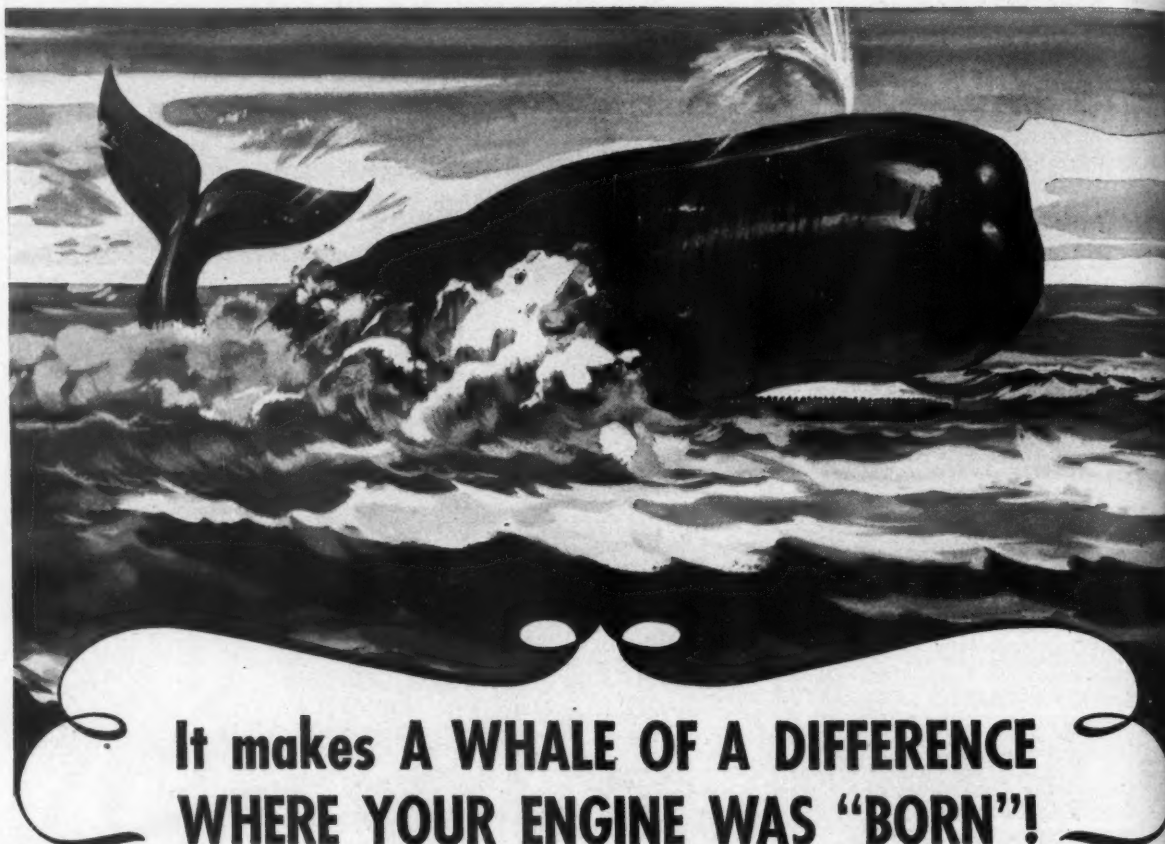
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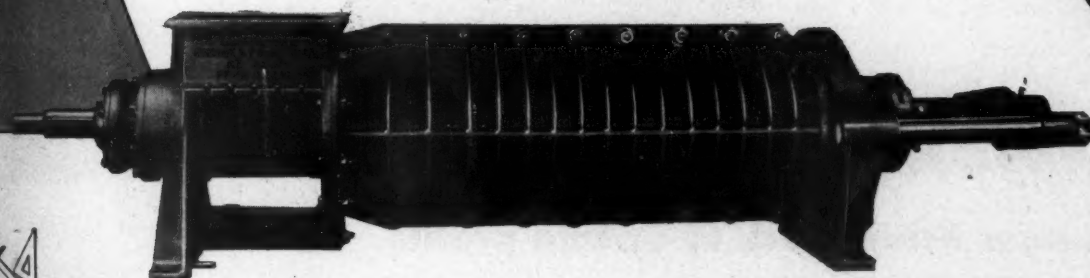
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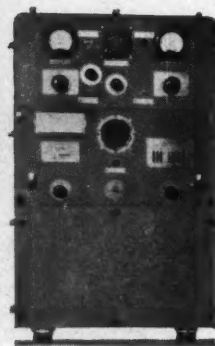
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# Review of Recent Fisheries Law Suits

By Leo T. Parker, Attorney at Law

**S**EVERAL new law suits affecting the fishing industry recently have come before the higher courts, and the decisions rendered in the following cases should be of particular interest.

## Good Reason Necessary to Refuse License

According to a recent higher court decision, municipal officials or officers cannot refuse to issue a license for installation and use of fishing equipment without having a good reason for the refusal.

For example: in *Hadlock*, 48 Atl. (2d) 628, reported September, 1946, it was shown that a man named Hadlock filed an application with the Municipal Officers of the Town of Cranberry Isles for a license to erect a fish weir or trap in front of his shore in the tidewaters of Broad Cove within the town. The application being denied, he appealed to the higher court which ordered the municipal officers to issue the license.

In this case it was shown that a State license law named municipal officers as the sole licensing authority for the construction of fish weirs in their cities and towns and charged them with the duty of determining whether a proposed weir would interfere with navigation or the rights of others.

Also, see cases as follows: *Donnell et al. v. Joy et al.*, 85 Me. 118, 26 A. 1017; *Perry v. Carleton et al.*, 40 A. 134; *Sawyer v. Beal et al.*, 54 A. 848; *Dunton v. Parker*, 54 A. 1115; and *McLellan v. McFadden*, 114 Me. 242. All of these higher court cases hold that the rights of property, incident to shore ownership, stop at low water mark; that the requirement of a license for the erection of a weir is a valid regulation for the control of fisheries beyond that mark; that the limitations on the licensing authority imposed by State laws is a real one; and that a license issued in defiance of it is void.

These higher courts also held that the rights intended to be safeguarded by a State statute which authorizes municipal officers to issue licenses for fishing weirs at their discretion are valid but that the officers cannot refuse to issue a license without good reason.

## Compensation Is Wages

Considerable discussion has arisen from time to time over the legal question: Is all compensation "wages" within the meaning of the Social Security and unemployment tax laws?

For instance: in *The City of Avalon*, 156 Fed. (2d) 500, reported October, 1946, it was shown that seamen were employed on a fishing vessel on a "lay" of a percentage of a catch. The agreement provided that if a seaman is disabled his compensation shall not be confined to the catch up to the time of injury, but shall include a share of the catch for the remainder of the season.

The question presented the court was whether an injured seaman must pay for the food necessary for his maintenance during the period of his disability from an injury sustained while on a fishing voyage. The court held in the affirmative.

Also, this court held that out of the seaman's share of the catch the employer could deduct social security and withholding taxes during the period of his disability.

## License Laws Valid

A claim of an exclusive right to fish in a certain part of navigable waters must be based on valid State laws. Thus, since the laws and regulations concerning fishing in Alaska waters do not give exclusive rights of fishing, or license the use of set nets off specified points on the shores of streams or lakes, the general public has a common right to fish in all the public waters of the territory.

For illustration, in *Fisher v. Everett*, 66 Fed. Supp. 540, a dispute arose between rival operators of set or anchored gillnets, and set nets, engaged in fishing for salmon in the tidal waters of Alaska.

During the trial the court decided that under the laws governing fishing in Alaskan waters one who first, in good faith and with proper and adequate means, begins the occupation of a site for the purpose of fishing, will be protected in his priority provided he diligently brings his works to completion so as actually to fish the site. This court also held that one will not lose his

priority to someone who commences to occupy a site within the prohibited distance at a later date but who, by reason of greater wealth or greater strength or greater skill, is able to complete his work and thus start fishing first.

## Fishing Boat Capsized

According to a recent higher court decision, small fishing boats can be more easily maneuvered and steered than large vessels. Therefore, the operators of fishing boats must use a degree of care to guard against danger of being capsized by waves or swells created by large vessels.

For example, in *Tolle v. Higgins Industries*, 25 So. (2d) 744, reported July, 1946, a woman named Tolle sued the Higgins Industries for \$60,000 damages for the death, by drowning, of her husband. She proved that her husband's fishing boat was capsized by a swell created by the passing of a large steamer.

In refusing to hold Higgins Industries liable, the higher court said:

"We are firm in the opinion that this unfortunate man did not take proper heed to avoid the danger and that the accident was caused by his fault and negligence as well."

## Injury Due to Disrepair

While fishing companies must exercise ordinary care to keep the premises in a reasonably safe condition they are not obligated to give warning of perils or unsafe conditions.

For instance, in *Ross v. Sterling*, 34 S. E. (2d) 64, a person was seriously injured as he was leaving through a double-door exit. His coat caught on the lock of the half door, that was closed, and while he was in the open doorway trying to release his coat, the other half door closed with great force, knocking him out of the doorway. He filed suit for damages and proved that the door check, which was closed, was not in proper working order.

The lower court held the injured person entitled to damages but the higher court reversed the decision because the owner of the premises proved that his employees had no knowledge that the door check was in need of repair. The higher court said:

"The duty imposed on the company to give warning of any hidden peril, appears to be in excess of the legal requirement."

## License is Revoked

All licenses to sell fish, oysters, etc. which violate valid laws, are void.

For instance, in *Strauss v. Zoning Board of Review of City of Warwick*, 48 Atl. (2d) 349, reported September, 1946, the testimony showed facts, as follows: A man named Albert made a contract to purchase certain lots with a building and to make improvements thereon. He desired to enlarge the fish business which he had conducted for many years. Thereupon, he filed with the municipal officials an application, "For permission to operate a shellfish (Wholesale and Retail) business on Plat 147 Lots 846, 847, 848, 910 now in a business Zone". Albert agreed to alter the inside and to repair the outside of the buildings on these lots; to improve and beautify the grounds; to install suitable equipment in order to operate a modern, sanitary wholesale shellfish business; to process the shells by treatment with live steam in the basement.

Under the zoning ordinance which was then in existence the city was divided into six classes. The premises involved here are located in a "Business D" district, which permits retail fish and other retail stores, restaurants, gas stations, and certain commercial enterprises; but a wholesale shellfish business is not permitted. The officials violated the city ordinance, and issued the license to Albert. Certain owners of adjoining property filed suit and asked the court to revoke Albert's license. The court complied with the request, and revoked the license. This court said:

"The mere fact that the ordinance did not permit the most profitable use of these premises is not of itself proof that the applicant would suffer an unreasonable and unnecessary hardship by enforcement of the zoning ordinance. This is particularly true where, as here, the applicant purchased the premises with admitted knowledge of the zoning restrictions."



# Prevention of Decay in Fishing Boats

By Capt. Elwell B. Thomas

**A** BOAT yard owner eventually gets to be like a family doctor. He knows the most intimate secrets of every boat in the fleet, the good qualities as well as the bad. He sees the faults that the owner would rather have nobody see, you know, just in case he might want to sell her some day. In other words, we fellows know all of the various maritime skeletons in all of the nautical closets. Also, each repair job is just like each case with a doctor, we often learn something new. The experience gained on Joe Doakes' boat may be a great help in the future case of Bill Slurp's boat and so on.

Vessel decay is one of the chief problems and there is always a new slant. In spite of all that has been written on the subject, said on the subject, and thought on the subject, damn it, vessels continue to decay.

## Proper Drainage is Essential

Little things are generally the cause of vessel decay. A slight change in trim from installation of an engine of different weight than originally intended may cause a deck or cockpit floor to drain improperly, thus leading to fresh water seepage. This is a very common cause of decay.

If you change weights in your boat, make sure that toe rails, bulwarks and cockpits drain properly. Say, for instance, the boat in question is a raised deck lobster boat or small dragger of the cockpit type. Chances are that there is a wash deck, a foot or so wide, around the cockpit, with coaming and a toe rail. Let's presume you have removed the original gasoline engine and installed a somewhat heavier Diesel in the cabin, thus putting her down just a bit more by the head. The upshot may be that each rain or melting snow will run forward along the wash deck to the cabin bulkhead where it will lodge, there being no scuppers through the toe rail that far forward. The result is that eventually the bulkhead catches the dread disease. The deck gets it, the wash deck beam gets it, and even a frame or two get it. The thing spreads until the boat wants to break in two amidships, just because she was by the head a bit.

Speaking of raised deck boats of that particular type, we have run into a lot of trouble with the attempt by many designers and builders to finish off the abrupt break of the fore'sle head by use of a modified letter S effect of cutting the after end of the plank. This generally is backed by an oak plank and occasionally is a very ornate bit of wood construction. Such an attempt at getting away from an abrupt end of the raised deck has often caused decay to set in. It is far better to forget this fancy flourish when building a new boat.

## Dead Air and Moisture Hasten Decay

All boxed-in affairs above deck are apt to form humid air pockets which hasten decay. In other words, too fancy an appearance in fishing vessels, as in many other things, will lead to trouble. For instance, the ceiling up of the insides of bulwarks is apt to be a bad practice. Although it looks nice, it causes many foul air pockets. Frequently, the smaller boats will have tanks located under their after decks. This area will be closed in with practically no ventilation and eventually will cause trouble.

Fishing vessels and other types of work boats receive heavy blows against docks and other boats with the result that the vessel is shaken up locally. Nothing much is done about this except a coat of paint, but seams generally are started a bit and fresh water seepage begins, with the usual result. We often have traced a serious decay situation back to a fairly minor injury. This injury may result in decay in another manner, that of crushing of the wood fibers, allowing seepage into the wood itself where decay sets in and spreads to other members.

Decay in a vessel, one must remember, is very similar to cancer in a person, spreading through a vessel very rapidly if not thoroughly checked. When stopping the spread of decay, all the affected wood must be removed, expensive though this process may be.

I am becoming convinced, more and more, that much trouble with decay may be avoided by a slightly higher initial construc-

tion cost. By this, I mean that many on deck, structural members should be bedded in an elastic, waterproof composition of some kind. For instance, if the mast step is a plank bolted to the deck athwartships, such as is quite common practice, it should be bedded thoroughly in suitable composition. It also should be drained in order that there shall not be a pocket of water under and around the mast tenon.

All deck fittings, such as cleats, should be bedded in composition. Even strips of half-round and half-oval metal should be bedded, and when I speak of bedding, I do not mean a tiny smear of the composition. I mean, great liberal gobs that will squish and squirm out all around the fitting or member and continue to do so until the fastenings take up solidly. Then the excess may be scraped up.

This is a serious matter in adding many years of life to a vessel and should be considered more seriously by builders. It may add considerably to the cost of a vessel and workmen hate to mess with it, but it should be insisted upon in every possible place. Quite often, workmen cut corners on this bedding business, but designers, owners, yard owners and foremen should exact extreme thoroughness in this phase of new construction, conversion, or repairs. I do not like to see this matter slighted and I do know that proper bedding pays mighty big dividends.

## Good Materials are Important

Of course, care in the selection of first grade materials, especially oak, is very essential in vessel work. I mention oak in particular, because there is nothing more damaging to an otherwise sound boat than a poor piece of oak here and there. Many well designed and, in every other respect, well constructed boats have met an early end because of inferior oak or a poor section of an otherwise good oak timber.

Extreme care should be taken in the selection of oak, especially as it plays a vital role in the general structural parts of a vessel. Of course, another angle is that the oak employed in boats, particularly in northern climes, is used mainly in such important and intricate parts that a vessel usually has to be damaged considerably in replacing any poor oak.

I have mentioned the use of preservative mixtures, now on the market, in other articles. So it is not necessary to emphasize this extensively at this time. However, it should be kept in mind that the use of preservatives is highly advisable, both in new construction and in repairs. The additional cost involved is comparatively small. The best work would show a thorough application of such a mixture to all pieces of timber after finally being fitted and before being fastened in. Again, workmen do not like to mess with this, but it should be insisted upon.

## Ventilation is Necessary

I still find, that irrespective of all that has been written on the subject, many builders fit locker and other doors without any thought to ventilation. Many of the smaller fishing boats are fitted with toilet rooms in the eyes of the vessel and their doors and bulkheads are not pierced in any way for circulation of air. This might not be so bad if the doors were left open for ventilation when the compartments are not in use. Usually the doors are left closed with the result that the entire forepeak of a vessel receives no ventilation. Eventually, stem, breasthook, and other vital structural members become affected by trifling fresh water seepage. Together with poor ventilation, this results in costly boat yard repairs.

The same sort of thing applies to galley range coal bunkers. I do not remember ever having seen one of these compartments ventilated. This makes a beautiful place for decay to set in. It is so easy to ventilate, so hard to repair.

The chafing deck, on the working deck of a vessel such as a dragger, generally is nailed to the regular deck without further thought. However, when it must be torn up, the most discouraging sights frequently are seen. The chafing deck is not laid with an eye to water-tightness, and water seeps through with the result that the minute space between the two decks is always wet, sour and encouraging of decay. Of course the

(Continued on page 52)

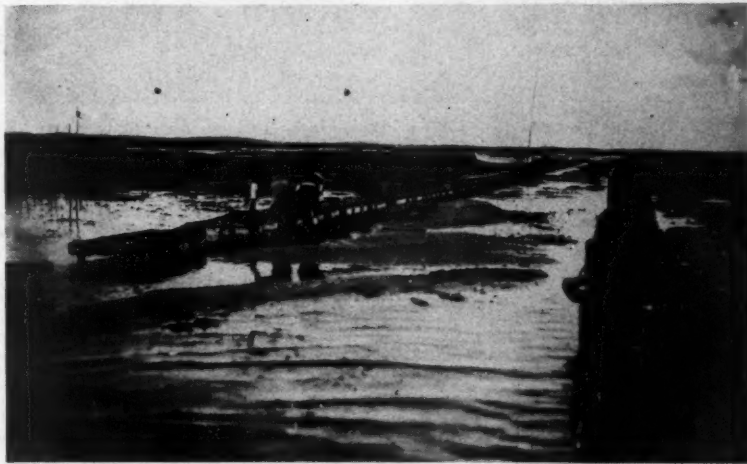
# Oyster Industry of the French Coast

By Jean Prasteau\*

**A**BOVE an endless, brilliant landscape, stretches a sky of very soft blue faintly daubed with grey. We are on the coast of Charente, France, near Chatellillon a few miles away from La Rochelle. From the top of a cliff, one can distinguish the tiniest details of the landscape. The tide is just going out. Half an hour ago, the sea started to leave the river, uncovering ridges in the sand and here and there some rocks become visible. Suddenly, the breeze carries a sharp sound and the scene springs into life. Carts move forward onto ground which a few moments ago was covered by sea. Scraggy, little donkeys and large, lanky horses strain in their shafts. Water splashes under their hoofs. Men stand up in their carts, reins in hand: "Peasants of the Sea." They are fast-moving peasants, battling against time. The center of all this feverish activity is the oyster.

On the French coast, the harvest of flat oysters, up to the second half of the 19th century, was always abundant. However, in the middle of the 19th century, fishing expeditions were returning with a rapidly diminishing catch. As the livelihood of thousands of people was at stake, something had to be done about this. Therefore, an enterprising industrialist of Arcachon attempted, in 1866, to transplant oysters from Portugal, though they looked different and were reputed to be of inferior quality.

The ship transporting the first cargo of oysters to Arcachon, was overtaken by bad weather and had to take refuge in the Gironde, where it sailed up as far as Bordeaux. The cargo went bad and had to be thrown into the sea. A few oysters, how-



Oyster rearing in the "claires" at Arcachon, France.

all along the coasts of France with only very slight variations and few exceptions.

One of the centers of oyster culture is the port of Boucholeur. Just before the tide goes out a long procession of carts with men, women and children all dressed in blue, can be seen going out of Boucholeur, toward the coast. When they arrive at the scene, the carts noisily clear their way between rafts and stranded pinnacles, giving their occupants a good shaking.

At the oyster parks, they set to work. Men, women and children get off the carts, and sinking into the mire, detach oysters from the rocks with short-handled picks, the "piochon". But the sea does not give them much time. The harvest is loaded onto the carts in a hurry, and they set off for home.

Soon the families of Boucholeur work around their kitchen tables, picking off fragments of stones which stick to the shells, washing them and finally arranging the oysters in baskets in which they will be sold. It is hard work, particularly the Winter harvesting, when one's hands nearly freeze while handling the shells.

A few miles to the south, however, in Marennes, the capital of oyster culture, the method of cultivation is more advanced. The oysters from Marennes have a bluish-green tinge which certain gourmets find indispensable. This tinge is produced by a diatom, or blue navicula, which can be found nowhere else but at the mouth of the Seudre.

Selected oysters are isolated and left to breed from July to September. The baby oysters then attach themselves to any

(Continued on page 43)

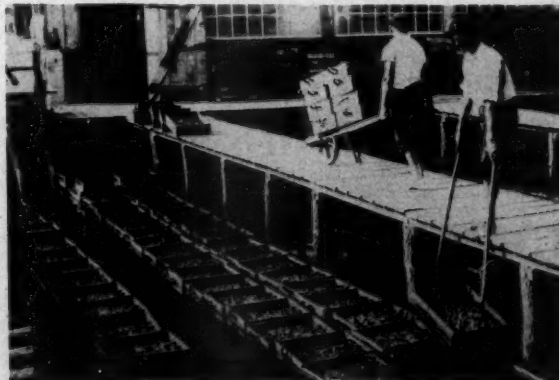


Liming bricks which will be used in oyster parks in the sea.

ever, had remained alive and were carried to Charente by the current, to form there the first oyster banks of their kind. That is why, at low tide, samples of the wild Portuguese oysters can be found quite frequently on the rocks.

With the demand for this shell-fish continuously rising, the fishermen industrialized oyster culture as far as possible. Young oysters were caught, settled on rocks and harvested in full maturity. As a result of this method the fluctuations in demand and supply could be regulated without losses to the fishermen.

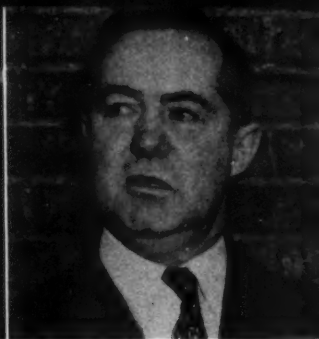
The underwater ground in these parts is very flat, and the sea retires very far back, thus being extremely favorable for the establishment of so-called "oyster parks", along a great stretch of the coast. These parks are made of stones or bricks on which oysters attach themselves, and which are covered by the sea at each tide. This method of oyster culture is followed



Removing cases of oysters from a reservoir at Arcachon.

\*UTPS correspondent. This article was written exclusively for Atlantic Fisherman.





Left to right: C. E. Jackson, Institute manager; W. C. Eardley, secretary; R. M. Meehan, treasurer; O. L. Carr, president.

## Institute Approves Advertising Program

National Fisheries Group Elects Carr President at Convention in New York

**U**NANIMOUS approval of a \$500,000 yearly advertising and promotional campaign was the highlight of the second annual Convention of the National Fisheries Institute, Inc. held at the Waldorf-Astoria Hotel in New York City April 14-16. The program was approved on recommendation of both the Board of Directors and the Advertising Committee which held sessions in New York prior to the Convention.

O. L. Carr of the Mid-Central Fish Co., Kansas City, Mo., was elected president for the coming year. The new secretary is Wm. C. Eardley of Eardley Fish and Fillet Co., Seattle, Wash. and Robert M. Meehan of R. M. Meehan & Co., Washington, D. C. was named treasurer.

Under the by-laws as amended at the Convention, the Institute now has a vice-president from each of the six regions. They are as follows: Region 1 (New England)—F. M. Bundy, Gorton-Pew Fisheries Co., Ltd., Gloucester; Region 2 (New York to Georgia)—Jerome W. Kiselik, Flag Fish Co., New York; Region 3 (Florida to Texas)—Carlton Crawford, Crawford Packing Co., Palacios, Texas; Region 4 (California)—B. W. Shipman, Marine Products Co., Los Angeles; Region 5 (Oregon, Washington and Alaska)—E. A. Ruthford, San Juan Fishing and Packing Co., Seattle; Region 6 (Great Lakes and Middle West)—Arthur Jarrell, Jarrell and Rea, Pittsburgh.

Approximately 1000 persons attended the Convention which featured a varied program of instructive and stimulating addresses by outstanding speakers. On the evening of the first day, a buffet luncheon was enjoyed in connection with an exquisite display of fish and shellfish dishes prepared under the direction of the world-famous chef, Oscar of the Waldorf. Seven large centerpieces of fish sculptured in ice gave an aquatic atmosphere to the displays, which represented species from all sections of the country.

A banquet and dance climaxed the Convention, with music furnished by the Rasa Brothers who are the co-writers of the song "Freddy the Fish" as well as being fish merchants at the International Fish Co. in Fulton Market.

General Convention chairman was Jerome W. Kiselik and the following were committee chairmen: Entertainment—Andre Prince, Lucien Prince & Co.; Host—Wm. A. Winant, Sr., Lockwood & Winant; Finance—J. H. Matthews, Middle Atlantic Fisheries Assn.; Publicity—Edward Irwin, Fishery Council; Reception—Howard Lynch, Rich-Diener Co.

Numerous delegates stressed the desirability of an advertising program and said it was essential for insuring the future progress of the fisheries.

Members of the industry were asked to contribute for a period of three years one-fifth of a cent per dollar of their annual sales to sustain the program. This amount is equivalent to \$200 for each \$100,000 of sales and the minimum subscription is set at \$500.

May 31, 1947, was designated as the deadline by which it is expected the advertising fund will have been pledged. Regional committees will call meetings in their sections to present the plan to all segments of the industry.

As outlined by the Advertising Committee and by Joseph Boyle of J. Walter Thompson Co., advertising agency, the program would include three major approaches: (1) consumer advertising; (2) merchandising helps for retailers; (3) publicity in newspapers, magazines and on the radio. Mr. Boyle gave an illustrated talk on cooperative advertising programs sponsored by other food industries and pointed out that the fishing industry was one of the few which does not carry on a nation-wide promotional campaign.

The by-laws of the Institute were amended to provide for the retiring president to become a member of the executive committee and to allow each region to elect 8 directors instead of 6. Regions 1, 4 and 5 have not as yet named their two additional directors.

The following were elected to the Board of Directors: Region 1—Irving Usen, O'Donnell-Usen Fisheries Corp., Boston; Capt. John G. Murley, New Bedford; John T. Gobell, Coastal Fisheries, New Bedford; M. J. Dillon, General Seafoods Corp., Boston; F. M. Bundy, Gorton-Pew Fisheries Co., Ltd., Gloucester; John Del Torchio, Cape Ann Fisheries, Gloucester.

Region 2—Edwin Carroll, T. W. Carroll, Inc., Charleston, S. C.; Sol Fass, Isaac Fass Co., Portsmouth, Va.; William F. Hilgenberg, Seaboard Fish Co., Baltimore; Jerome W. Kiselik, Flag Fish Co., New York; Henry B. Robbins, New York; John Matthews, Cheseboro, Robbins and Graham, New York; Robert M. Meehan, R. M. Meehan & Co., Washington; Harry L. Claxton, R. W. Claxton, Inc., Washington.

Region 3—Carlton Crawford, Crawford Packing Co., Palacios, Tex.; B. S. Morahan, General Seafoods, Inc., New Orleans; Victor Gonzales, Star Fish and Oyster Co., Mobile; Francis W.

Members of National Fisheries Institute executive committee. Below left, Francis W. Taylor, Region 3; and E. M. Concannon, Region 6.



Center, J. Lawrence Alphen, past president of NFL. Below, executive committee members Irving Usen, Region 1, left, and Sol Fass, Region 2.





Taylor, Warren Fish Co., Pensacola; William Plasendale, Fish Producers Exchange of Florida, Jacksonville; Bertoul Chermie, Morgan City Packing Co., Houma, La.; A. B. Chauvin, Chauvin Brothers, Houma, La.; Capt. John Santos, Patterson, La.

Region 4—B. W. Shipman, H. C. Davis, Lionel Shatz, E. T. Meekin, Max Freeman, J. D. Williamson.

Region 5—E. A. Ruthford, Knut Thompson, Harald Synestvedt, Charles D. Alhadeff, T. F. Sandoz, E. N. Steele.

Region 6—E. M. Concannon, Walker's Fulton Fish Market, Chicago; Arthur Jarrell, Jarrell and Rea, Pittsburgh; W. A. Meletio, Meletio Seafood Co., St. Louis; Arthur Salasnek, Salasnek Fisheries, Detroit; Oliver Smith, Smith Brothers, Port Washington, Wis.; J. S. Johnson, Sam Johnson and Sons, Duluth; R. P. Fletcher, Jr., Booth Fisheries Corp., Chicago; William Lippman, Morris Fisheries, Chicago.

### Alphen Cites Sales Potentialities

Opening the Convention with an address on "Fish and the Future", the Institute President, J. Lawrence Alphen of General Seafoods Corp., pointed out that, "People are influenced in their eating habits by what they hear, what they see other people doing, and what they know—or believe they know."

"Now that, it seems to me, is important to us. In 1922, just after the First World War, we produced only 1,500,000,000 lbs. of fish with a value of \$700,000,000. Today we are producing a commercial catch close to 4,500,000,000 lbs. with a value of about \$2,500,000,000."

"We can not only keep the business we've got. We can greatly increase it if we have the determination to do so and if we are willing to express that determination in terms of action."

"Fortunately there is a clear course of action open to us. And if I had to describe it by a single word, I would call it promotion. We know that buying habits and eating habits of consumers can be influenced by what people believe. We know that a prime factor in the public acceptance of any product is the amount of promotion which that product receives. We know that markets can be widened by promotional methods."

"What we need to do, therefore, is to promote fish to a larger percentage of potential consumers and to make fish available to larger numbers of people. There is the challenge and the opportunity!"

"Fish comprises only 9.6 lbs. of the consumer's diet of 1766 lbs. of food per year. Fish consumption is only 1/3 that of poultry, 1/4 that of eggs, and 1/17 that of meat."

"Millions of Americans never eat fish—never see it, in fact. Thousands of stores can, and will, stock fish if we give them a chance. Four major points of action, it seems to me, are indicated."

"(1) *Price* — We've got to concentrate on efficiency and lower production costs. Thus we can bring fish into line competitively with other foods. There's no use denying that fish prices are still too high. In spite of all obstacles (and the obstacles won't last forever) we've got to bring our prices down."

"(2) *Quality* — We've got to keep everlastingly on the job to assure and improve the quality of our output."

"(3) *Distribution* — We've got to extend the availability of fish as fast as we can in every direction."

"(4) *Education* — We've got to utilize the fact that people are influenced in their buying habits and eating habits by what they hear, what they see, and what they believe."

"The educational job, however, is not one that any of us can do alone. It's a job for collective, mutual action by the entire industry!"

### Krug Points Way for Development

In his address on "The Future of the Fisheries", Julius A. Krug, Secretary of the Interior, brought out the need for State, national and international cooperation and cited examples where such cooperation has proved beneficial to all concerned.

"We know without question that there are great vacuums of fish consumption in the inland and Mid-Western States. If we can change this to the extent of increasing per capita consumption by only one pound, the effects would be salutary and far-reaching."

"If, however, we are to increase consumption, we must increase and stabilize production. We are taking from the oceans only a fraction of what is scientifically possible."

"We need uniform application of conservation methods. Our objective must be increased unity of action and greater coopera-

tion from all concerned. Cooperation, I am convinced, is a requisite in every phase of fishery development today; in research and conservation, in administration, in the discovery and development of new fisheries and in expanding the markets. Cooperation is called for between the Government and the fishing industry, between the States, between the Federal Government and the States, and between this nation and other nations."

"It is evident that the conservation and management of the Northwest Atlantic fisheries must be based on an international understanding accomplished through a treaty or convention among the nations concerned."

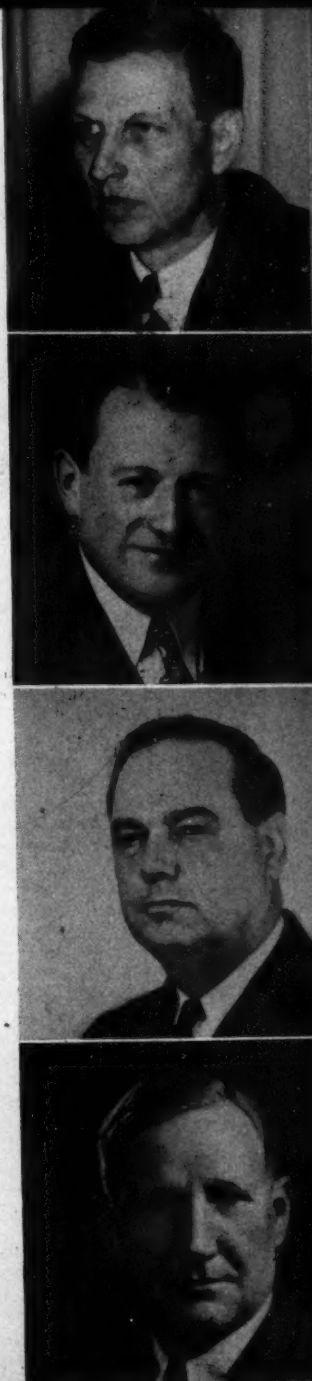
"The Department of the Interior is heartily in favor of such action and will cooperate fully with the Department of State in bringing it about. Legislation must follow such a treaty, but agreement by treaty is the important thing. Once we have that, the necessary legislative enactments will follow."

"Already, in the Great Lakes region, a progressive step has been taken in international cooperation. I refer, of course, to the *Convention between the United States and Canada for the Development and Conservation of the Fisheries of the Great Lakes*, which was signed at Washington on April 2, 1946. This Convention will not go into effect until it has been ratified by the President with the advice and consent of the United States Senate and by the Canadian Government after approval by its Parliament. After that, the passage of implementing legislation by the Congress will be necessary."

"An International Board of Inquiry, appointed in 1940 by President Roosevelt and by the Governor General of Canada, conducted exhaustive studies to find the most suitable methods for the management and conservation of these fisheries. Their conclusions and recommendations left little doubt as to the desirability of such a treaty."

(Continued on next page)

Newly elected NFI vice-presidents, from top to bottom: F. M. Bundy, Region 1; Jerome W. Kiselik, Region 2; Carlton Crawford, Region 3; Arthur Jarrell, Region 6. Below, one of the displays of prepared fish dishes at the Convention.





Left, J. S. Eckman, President, Fisheries Council of Canada, and Sir John Boyd Orr, of Scotland, Director General, FAO.

"An International Board of Inquiry, appointed in 1940 by President Roosevelt and by the Governor General of Canada, conducted exhaustive studies to find the most suitable methods for the management and conservation of these fisheries. Their conclusions and recommendations left little doubt as to the desirability of such a treaty.

"An International Commission such as this Convention proposes has ample precedent. There are already two such Commissions in existence, each involving the United States and Canada. There is the International Fisheries Commission which has done so much for the halibut industry; and also the Pacific Salmon Fisheries Commission. Each of them has won the confidence and goodwill of the fishermen and of the fishing industries affected; and has proved the soundness of this method of joint regulation and administration.

"A month after the Japanese surrender, President Truman proclaimed a policy of setting aside certain areas of the high seas as fishery conservation zones. This is a tremendous forward step in fishing protection.

"In the field of interstate fishery resources, the trend toward increased cooperation has accelerated within the past five years. There has long been need for it in connection with the coastal and inland fisheries which are distinctly interstate in character. In the past, wherever conservation responsibilities have been shared by several States, the level or quality of protection afforded has been determined by the State having the lowest standards.

"To correct this situation for the Atlantic fisheries, there was created about five years ago, under an interstate compact, the Atlantic States Marine Fisheries Commission.

"This is a pioneer organization in interstate fishery regulation, and it is still a young one. The changes which it has brought about have been gradual. It has not yet attained complete uniformity in fisheries conservation practices, nor full use of the latest scientific findings in the management and regulation of these resources.

"However, its accomplishments and its potentialities for future accomplishment are already so noteworthy that the establishment of similar organizations for the Gulf of Mexico and the Pacific States is almost assured. The Department of the Interior strongly favors these interstate fishery compacts.

"In the case of the Atlantic States Marine Fisheries Commission, the Federal Government, through the facilities of the Fish and Wildlife Service, was designated as the official technical and research agency for the Commission. In future compacts, it is immaterial whether or not this pattern is adhered to so long as adequate technical and research guidance is provided."

#### Orr Advises World Organization

Sir John Boyd Orr of Scotland, director-general of the Food and Agriculture Organization of the United Nations and an internationally famous nutritionist, spoke on "FAO and Fisheries Problems" saying in part:

"A world food survey made for FAO last year by a committee of experts shows that a plan to provide sufficient food for all the people of the world within the next 25 years would require an increase of over 100% above the prewar level of food supplies. The biggest increases need to be made in the production

of the more expensive foods—those rich in proteins, minerals and vitamins.

"There is no better source of proteins and some vitamins than fish, and fish can be produced at less than half the cost, reckoned in terms of man hours of work, required to produce pork, for instance. Besides this direct contribution of food, the fisheries industry can also make a valuable indirect contribution to the increased production of animal proteins. Only about 40% of the weight of fish caught actually goes into human consumption. The remaining 60% can be made into fish meal, which is probably the richest and best source of protein and minerals for livestock feeding. These proteins and minerals are limiting factors in the production of milk, meat and eggs.

"Here, then, is a great potential market for the fishing industry. It is FAO's job to show how to develop that market. Last Autumn the Director-General of FAO put forward proposals for a world food board to carry out a world food policy based on human needs. These proposals were considered by a Commission, which has recommended the setting up of a world food council with the machinery needed to promote international cooperation in developing world trade in all essential foodstuffs at prices fair to producers and consumers, including the provision of markets for exportable surpluses. If the setting up of that council is approved, it will go a long way toward assuring the steady market needed for the great expansion of the fishing industry.

"Before the war there were a number of organizations created to explore the possibility of joint action by the various governments to conserve and develop fish resources. Dr. D. B. Finn, director of the Fisheries Division of FAO, has drawn up plans for getting these organizations resuscitated, developed and coordinated on a world basis so that we can get information on the capacity and the potentialities of the sea as a provider of food, and also get the cooperation of all governments for the world-wide development of a stabilized fishing industry.

"Agriculture has great research organizations and information services. The fishing industry has little that is comparable.

"Dr. Finn's plans envisage having this industry served as efficiently as the agricultural industry. Within the next few months there will appear the first of a series of publications giving the kind of information needed for the fisheries industry.

"Such are the broad plans on which FAO is working to help this great industry to develop in the common interest of those engaged in it and of the people of the world who urgently need more fish to provide adequate diets. The question I would like you to consider is, how can the industry help itself? FAO, with its very small budget, can do little more than provide a means

(Continued on page 46)



Honorable Julius Krug, Secretary of the Interior, left, Mrs. Krug, and Dr. Roy Lyman Sexton examine an elaborate seafood dish at the National Fisheries Convention. One of the aquatic ice sculptures may be seen in the background.



## Plan Informative Program For Oyster Convention

A well-rounded, interesting and instructive program has been planned for the Annual Joint Convention of the Oyster Growers and Dealers Association of North America, Inc., Oyster Institute of North America and National Shellfisheries Association, which is to be held June 3, 4 and 5 at the Berkeley-Carteret Hotel, in Asbury Park, N. J.

The Convention will open on Tuesday morning, June 3, with a message from Secretary Julius A. Krug of the Department of Interior, followed by the annual reports by J. S. Darling, president of the Oyster Growers and Dealers; Edwin Warfield, Jr., president of National Shellfisheries; and Dr. Lewis Radcliffe, director of the Oyster Institute.

The afternoon session will be devoted to discussions of advertising and publicizing of fishery products. The Fishery Council's program of publicizing seafoods will be explained by Ed Irwin, the advertising program of the National Fisheries Institute will be outlined by J. Lawrence Alphen, and Clementine Paddleford of the *New York Herald-Tribune* will discuss the topic "How to enlist the interest of Mrs. Homemaker to increase consumption of oysters". In addition, Mrs. Rose G. Kerr will describe plans for a new oyster cook book.

Also on the agenda for the first afternoon are a discussion of the problems encountered in the quick-freezing of oysters, with a demonstration of preferred practices by S. R. Pottinger, Fish & Wildlife Service; and a talk by H. Gordon Sweet entitled "Adventures with Government Agencies".

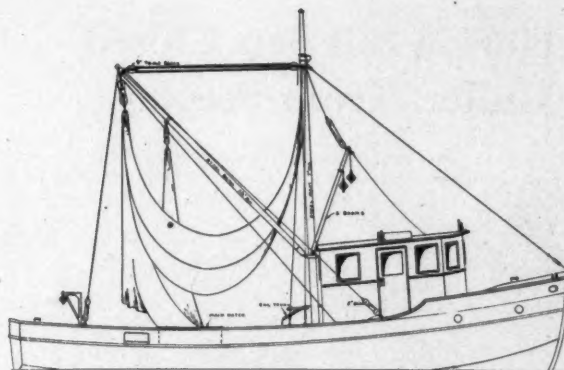
The Wednesday morning session on June 4 will be devoted to discussions of the problems of quality, to be opened by a speech on some of the problems of the oyster industry by Paul Stamm and followed by speakers representing various phases of the industry: "Views of a Packer", J. Richard Nelson; "Views of a Distributor", William M. McClain; "Improvements in Quality Control in Plant Operations", Joseph B. Glancy; "As a Bacteriologist Views the Problems", Dr. L. A. Sandholzer; "Interstate Fisheries Commissions and Their Relations to Sanitation," Wayne D. Heydecker.

The Wednesday afternoon session will be given over chiefly to the biological problems of the oyster industry and will be opened by a talk on the formation of the Gulf States Marine Fisheries Commission by James N. McConnell of the Louisiana Department of Conservation. Dr. J. N. Gowanloch, Louisiana Department of Conservation, will discuss oyster problems of Louisiana, while those of Texas will be explained by J. L. Baughman of the Texas Game, Fish and Oyster Commission. Progress in rehabilitation of oyster bars in Maryland will be analyzed by Ralph Hammer of the Maryland Department of Tidewater Fisheries, G. Francis Beaven of the Maryland Department of Research and Education, and James B. Engle of Fish and Wildlife Service. "Observations on Oyster Drills" will be the topic of Dr. H. Malcolm Owen of Louisiana.

On Wednesday evening Dr. Paul S. Galtsoff, will give an illustrated lecture on the Bikini bomb tests, which he witnessed as a representative of the National Academy of Sciences.

On Thursday, June 5, there will be discussions of the problems of introducing foreign species of oysters and other shellfish led by Dr. Thurlow C. Nelson of Rutgers University, and including a report on this subject by the committee appointed last year.

Following this report there will be papers on progress in oyster research as follows: "Seasonal Changes in the Fattening of Oysters" by Dr. Walter A. Chipman, Jr., U. S. Fish and Wildlife Service; "Respiration in the Oyster" by Dr. Paul S. Galtsoff, Fish and Wildlife Service; "Effects of Turbidity upon



Profile of 40' steel shrimper designed by J. Murray Watts.

### 40-Ft. Steel Shrimper Design

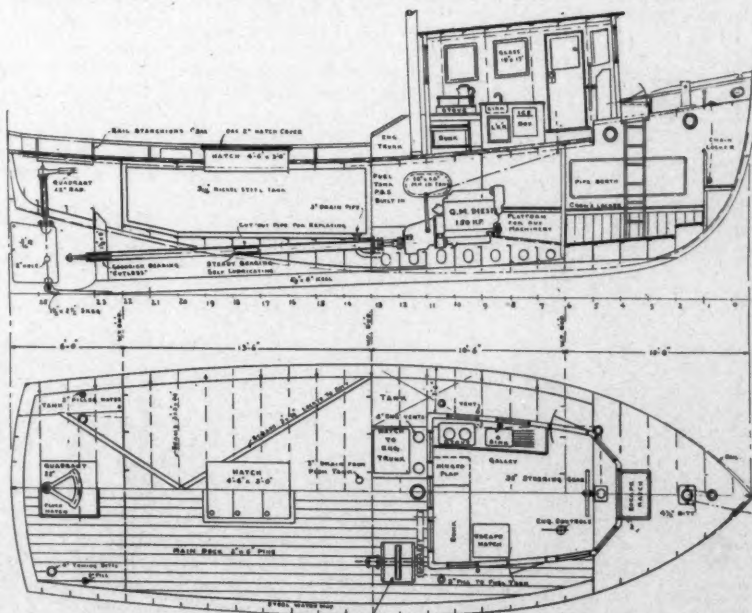
The accompanying plans by J. Murray Watts, Philadelphia, naval architect, show a small class of shrimper built by Bellinger & Son Shipyard, Jacksonville, Fla. This modern V-bottom vessel is of welded all-steel construction, except the main deck which is 2" x 6" pine.

Dimensions are 40' x 13'6" x 5' and the power plant is a 150 hp. Diesel with 3:1 reduction gear. Built-in fuel tanks port and starboard have a capacity of 900 gallons, and there is a hatch through the engine trunk aft of the house.

There are two pipe berths in the fo'c's'le and a bunk in the deckhouse for the Captain. The galley is located on the port side of the house, with steering gear and engine controls forward. The engine room may be reached through an escape hatch.

The fish hold, which will carry 21,600 lbs., is lined with 3/16" nickel steel and insulated with 3" of Fiberglas. It has a 4'6" x 3' hatch.

The vessel is equipped with a two-drum hoist operated through chain and sprocket to jack shaft off the main engine. She has a 7" diameter steel mast and 5 1/2" steel boom.



Inboard profile and arrangement plans of 40' steel shrimper.

the Feeding of Oysters" by Dr. Victor L. Loosanoff, Fish and Wildlife Service, and "Possible Physiological Species of the Oyster" by Dr. Leslie S. Steuber of Rutgers University.

Dr. Milton C. Bidwell, New York State Conservation Department, will give a report of the APHA Committee on Shellfish, and Fred Sieling of the Maryland Department of Research and Education will discuss the effects of pollution.



## Florida Bill Sets Closed Mullet, Trout Seasons

Bills to provide uniform State-wide closed seasons for mullet and salt-water trout were passed by the House and sent to the Senate on April 25. Under the legislation, the closed season for mullet would be from December 1 to January 20, while the closed season for salt-water trout would extend from May 20 to June 20. The taking, selling, possessing, buying or transporting of fresh trout and mullet and freshly salted mullet and roe would be prohibited during the closed seasons. Individuals having trout or mullet on hand at the beginning of the closed seasons would have a 5-day period to dispose of the fish.

Some Florida counties already have a closed mullet season from December 1 to January 20, but other counties are exempted from provisions of the closed season by special acts. The present law regarding salt-water trout prohibits the taking of this species in most counties from June 15 to July 15, but several counties have special laws.

Another bill, introduced by Rep. Bourke Floyd, provides for a system of oyster cultivation by the most modern approved methods as established by scientific research and experience. The measure would appropriate \$100,000 as an oyster conservation fund, to be administered by a proposed division of oyster culture under the State Conservation Board. The bill also provides that revenue from oystering or from the dredging of dead shells would go to the Conservation Board to be spent for improvement of oyster beds in the area from which the funds were collected.

A third bill would appropriate \$90,000 for the purpose of having the State Board of Conservation make a complete study of commercial and sport salt-water fisheries in the State of Florida. The Board would recommend conservation measures, including the planting and propagation of salt-water fish, after a thorough survey; would make a biological survey of salt-water fisheries within the jurisdiction of the State; and would enter into contract with educational institutions for operating marine laboratories, with \$90,000 to be provided for a two-year period.

Still another bill, passed by the Florida House of Representatives on May 1, would make illegal in Lee County certain fishing practices and various types of equipment, including stop nets or seines and devices which prevent in any way the free movement of fish.

Other prohibited equipment includes the following: nets or seines more than 1200' long; tarred nets or seines; multiple nets or seines; nets that confine fish until the tide falls; nets with a bar of less than 1 1/2" or of twine larger than 20/09, if made of cotton, or 18/03, if linen; and nets with a depth or width of more than 50 meshes.

Setting a net or seine for more than 3 hours at a time, and sweeping, dragging or hauling a net, seine or line with webbing attached, except for fishing lines with hooks, bobbins, trolls or

bait where there is no webbing, also would be illegal under the bill. Hand and bait nets are exempt from the measure except that bait nets must not be more than 100' long and 6' wide, or have a bar of more than 3/8".

Commercial fishermen are reported to be strongly in opposition to the bill, pointing out that since the Lee County line runs across the mouth of Charlotte Harbor, the fishing industries of both Lee and Charlotte Counties might be seriously affected.

### Cedar Key Has Record Kingfish Run

Cedar Key commercial fishermen are experiencing the biggest run of kingfish they have seen in 25 years, and the first since 1940. The school was spotted April 13, and was reported to be about 14 miles offshore and approximately two miles long. One of five boats which went out April 15 brought in 300 head weighing about 2,000 lbs. The Cedar Key kingfish run usually lasts about 15 days.

### Anti-Netting Ordinance Upheld

Efforts of commercial fishermen to have the law prohibiting netting in bays and bayous within St. Petersburg city limits declared invalid proved futile recently when the State Supreme Court upheld legality of the ordinance. Specifically protected by the act are Riviera Bay, Papy's Bayou, Smack's Bayou, Coffee Pot Bayou, the North Central and South Yacht Basins, Bayboro Harbor, Big Bayou, Bayou Bonita and Little Bayou. Also included is the "port of St. Petersburg".

### Oyster Shell Dredging Halted

All operations connected with the dredging of oyster shells off Gull Point in Escambia Bay, Pensacola, were discontinued on April 9, after it had been determined definitely that live oysters were being taken from the area. The State has been asked to send an expert to Pensacola to survey the waters and locate dead shell beds so that dredging can be resumed.

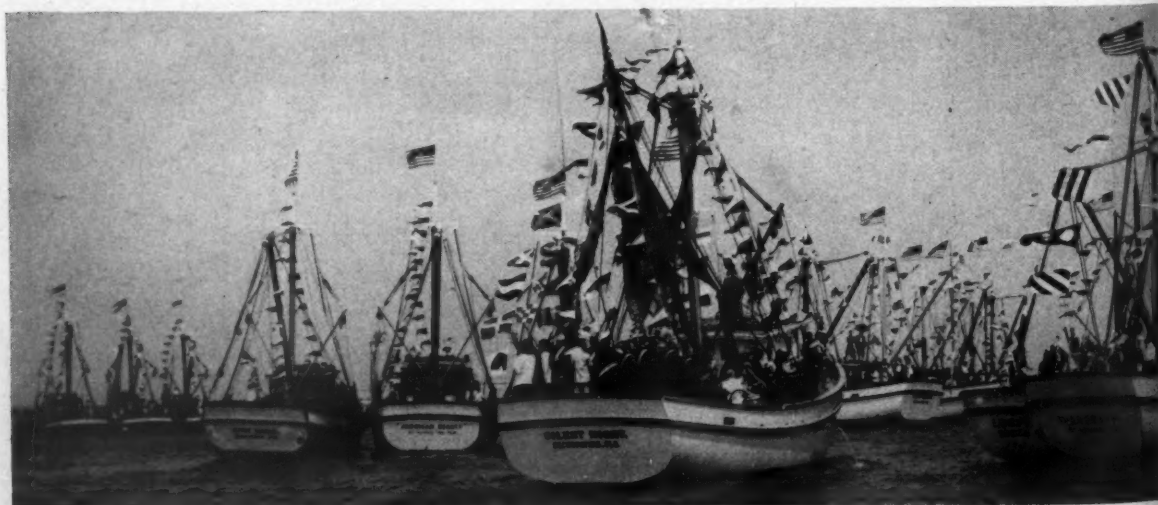
Escambia Bay waters are polluted by sewage, and shellfish in the area have been condemned by the State Board of Health. However, a movement is underway to eliminate pollution and re-establish the Bay's \$4,000,000 oyster industry.

### Sponge Tax Would Finance New Dock

City Manager Henry Salley of Tarpon Springs recently reported that his community plans to ask the State legislature to authorize a tax for three years on sales of sponges at Tarpon Springs. The money would be placed in a fund for constructing new docks for the sponge fleet on the Anclote River between Eagle and Hope Streets and for purchasing any land necessary.

### Salerno Has Record Shark Landings

A total of 341 sharks, the biggest number ever brought into Salerno in one day, were unloaded by 4 boats recently at the Shark Industries Division of the Borden Co. One of the largest recent catches by a single boat was the 182 sharks brought in by Capt. Charlie Anderson on the *Hammerhead*. Sharks have been plentiful lately.



A portion of the fleet of 100 boats in the Florida shrimp fleet during recent blessing ceremonies at St. Augustine.



The 144' reconverted steel trawler "Surf" at the outfitting dock of General Seafoods Corp. Shipyard Division, Rockland, Me. Left, John Christopher, assistant marine manager for the Company and Wilfred Nickerson, ship superintendent.

## Two Ex-Navy Vessels Join Fishing Fleet

THE 144' x 25' x 13'6" reconverted steel trawler *Surf* owned by General Seafoods Corp., Boston, and commanded by Capt. Mike Lee, landed her first trip on April 23 following a complete renovation at the Company's Shipyard Division in Rockland, Me. Having served as a Navy supply vessel in the Pacific, she is the fifth trawler to be reconverted at Rockland, the others having been the *Storm*, *Swell*, *Flow* and *Breaker*.

The *Surf* was built at Bath, Me. in 1936 for Bay State Fishing Co. and was called the super trawler of that time. Her recent changeover necessitated a new deck house, new forward quarters for 12 men, new fish hold with a capacity of 430,000 lbs. and new steel pipe 52' x 14" foremast and 39' x 10" main mast.

The trawler has been modernized by the installation of much new equipment including Sperry electro-mechanical steering gear for which the steering engine has been placed in under the ship's turtleback to allow the use of shorter cable connections to the quadrant. Willard 110 volt, 21 plate batteries and a 45 hp. General Motors Diesel generating set have been placed aboard. The vessel has been refitted with New England deck gear and a New England "Highliner" winch winding 450 fm. of 15/16" Roebling wire per drum. Navigating equipment includes 75 watt RCA radiotelephone, RCA direction finder, Kelvin-White spherical compass and Submarine Signal Fathometer. The galley has a Shipmate coal burning range.

Original engine equipment on the trawler are a 750 hp. 6 cylinder, 220 rpm. McIntosh and Seymour propulsion Diesel and a 120 hp., 3 cylinder Winton Diesel winch engine. The latter unit is coupled to an 80 kw. General Electric generator which operates a 100 hp. General Electric motor for the winch drive. Fulflo fuel and lubricating oil filters were installed by Hamilton Engineering Co. The vessel carries 21,000 gallons of fuel oil, and is rigged with Columbian rope.

### "St. Christopher" Fishing from Gloucester

The 97' ex-mine sweeper *St. Christopher* owned by Capt. Philip Filetto of Gloucester landed her maiden trip of 80,000 lbs. of haddock April 20.

The vessel was formerly the U.S.S. *Bold* AMC 67 built by Bristol Yacht Building Co. from Eldredge-McInnis design and was converted to a dragger by Frank L. Sample Jr., Inc., Boothbay Harbor, Me. Her hold capacity is 180,000 pounds.

In the process of conversion, the craft was virtually stripped down to a bare hull. The forward and after bulkheads were moved aft 2 frame spaces. All fuel tanks, with a capacity of 7000 gallons were brought into the engine room and the fresh water tank was placed under the fo'c's'le floor. New forward crew's quarters for 8 men were installed and a steel trunk and steel deckhouse with Captain's stateroom were built on. Pilot-house windows are fitted with Kearfott windshield wipers, and the house is insulated with glass wool. The cabin is equipped to accommodate 4 men. The vessel has hot and cold running water and pressure salt water is supplied for the toilets.

The *St. Christopher* is outfitted to the last degree for dragging

service. She retains her original 400 hp. Atlas Diesel which gives her a speed of 10 knots. A new 16 hp. "Deseco" Lister-Blackstone Diesel auxiliary unit, operating a 7½ kw. Imperial generator, Curtis compressor and Marine Products pump, was installed. There is a 5 kw. Imperial generator on the main engine tail shaft. The electrical system operates on 110 volt Willard batteries, with switchboard furnished by Sample. Navigating instruments include Kelvin-White Compass, Submarine Signal Fathometer, Bludworth direction finder and RCA radiotelephone. The vessel also has two National Company broadcast and short wave receivers for entertainment and stand-by use.

Hathaway deck gear includes a trawl winch and 7½ hp. fish hoist. The winch is driven by a 4 cylinder, 110 hp. General Motors Diesel with 2:1 reduction gear, placed parallel to the port side of the main engine. Suitable reduction is provided in the winch gear box to bring the speed down to that ordinarily used. Winch controls are provided on deck.



The dragger "St. Christopher" before and after conversion from a 97' mine sweeper at Sample's yard, Boothbay Harbor.



## Great Lakes Having Light Spring Pickerel Run

Bay County, Mich. commercial fishermen, who began net lifting operations for pickerel in Saginaw Bay on April 22 after a 12-day delay due to ice conditions and unfavorable weather, reported that the annual Spring run was the lightest on record. Typical catches ranged from 200 to 500 lbs., with a few boats getting 800 lbs. According to officials of the Bay Port Fish Co., Bay Port, Mich., two-ton catches and over are common in a normal season, and 1,000-pound hauls are considered light.

The failure of the run to materialize was attributed to erratic weather, cold water in usual warm-water spawning grounds, and an unusual amount of smelt in the Bay. The majority of the fishermen were of the opinion that pickerel made their main spawning run while the boats were tied up due to ice and winds. Most fishermen planned to continue lifting operations until the end of May, but some were preparing to end operations the week of May 5 and head north for whitefish runs.

The 19 boats in the Bay Port fleet set approximately 400 nets for the Spring pickerel run. The Bay Port Fish Co. put 7 boats into service, and an equal number put out from the Gillingham Fish Co. Herman Bros. Fish Co., Wendell Ballard Fish Co., E. Jerome & Sons, Dan and Jake Wideman and Charles Forge each operate one boat.

### Smelt Numerous in Several Localities

The smelt run in the Green Bay area had nearly reached its peak by April 17, with the fish reported to be numerous in Little River near Marinette, in the Menominee River, in Turtle Creek in Menominee County, in rivers in the vicinity of Oconto and Escanaba, and in streams along the east shore of the Bay.

Smelt catches received the middle of April by the Hansen & Jensen Fish Co. of Escanaba ranged as high as 1200 lbs. Previous catches on ice-covered Bay de Noc reached 1,000 lbs., but the huge river catches indicated that smelt definitely are staging a comeback.

Large numbers of smelt have been taken from waters near Menominee, where the silvery little fish are larger than those taken in the north end of the Bay. Fishermen in the area have been using 1½" gill nets for smelt netting operations. Commercial fishermen at Marinette brought in an average of more than a ton per boat on April 17, and Oconto fishermen also made large catches on that date. Marinette commercial fishermen received from 20 to 23¢ a pound for smelt early in the month, but the price later dropped to 4 or 5¢.

Smelt ran with old-time vigor in the St. Ignace, Mich. area the latter part of April, with ten tons of the fish having been brought in to Kolbe Fisheries on April 25. However, the run was not confined to the Lake Huron shore, as Pte. Aux Chenes fishermen also reported sizable catches.

Fair smelt runs were underway in Arenac and Bay Counties, Mich. the latter part of April, but catches were not as heavy as in past years. Runs in Alpena County, Thunder Bay River and small streams were moderate to good, while fishermen of Alcona, Presque Isle and Cheboygan Counties reported fair catches. A good run took place in the Tawas River.

Fishermen were allowed to net, kill, or catch smelt in all streams and rivers flowing into Lake Superior for the first time this year. The taking of smelt was permitted in all Iron, Bayfield, Ashland and Douglas County waters from a point beginning at the mouths and extending inland for a distance of one-half mile in a straight line.

### Seek Change in Fisheries Control

Approximately 50 Lake Michigan commercial fishermen, headed by Senator Lafond and Assemblyman Le Clair, both of whom are Two Rivers, Wis. commercial fishermen, attended an Assembly Conservation Committee hearing April 2 to urge passage of a bill which would remove outlying waters of Lake Michigan from the jurisdiction of the Wisconsin Conservation Commission and place these areas under control of the Legislature. The fishermen urged that the Legislature set the fishing regulations, as was the practice before 1937, with the Commission merely enforcing them. They object mainly to Commission regulations pertaining to the size of net mesh.



The 55' tug "Apostle Islands" owned by Booth Fisheries Corp., Bayfield, Wis. She is equipped with a Pentwater lifter and a 75-90 hp. Kahlenberg Diesel turning a 44 x 34 propeller.

### Straits Commercial Fish Assn. Formed

In order to combat legislation which they claim would drive many Michigan commercial fishermen out of business, more than 40 members of the industry from Epoufette, Brevort and St. Ignace recently met at St. Ignace and organized the Straits Commercial Fish Association. The group objects particularly to the new legislation limiting pound net fishing operations to 50' of water.

The following officers were elected: Roy Carlson, president; Albert Gustafson, secretary; and I. H. Kolbe, treasurer. John Lixey was selected as local director, and Harley Hagen was named State director.

### Perch Run Starts

Large numbers of perch are reported to have migrated into the bay at Gladstone, Mich., indicating that the annual run of this variety of fish has begun. George Holmberg, commercial fisherman of that area, has made some good perch hauls recently.

Open-water netting operations have begun in the Little Bay de Noc area, and several sizable catches of whitefish and herring were reported during April.

### Boundary Lines for Fishing

The Wisconsin Senate has passed and sent to the Assembly a bill that would set up boundary lines for fishing in Lakes Michigan and Superior. The measure would divide the waters among the States of Michigan, Minnesota and Wisconsin.

### Fishing Tug "Eagle" Sinks

The fishing tug *Eagle*, owned by Henry Damsgard of Racine, Wis., broke loose from her moorings in the Black River on April 5 and sank. The tug was valued at \$4,000, and carried nets worth more than \$1,000.

### Ice Maroons Several Tugs

Several Wisconsin fishing tugs became marooned in the ice during April and were rescued by Coast Guard cutters. These include the *Marie* of Bayfield, which was trapped in the ice between Michigan Island and Madeline early in the month. Crew members on the tug, which is owned by E. W. Bodin, sent up flares which were seen by Madeline fishermen, who notified the Coast Guard. The fishing tug *Liberty*, owned by Laurie Nourse of Bayfield, also was marooned by shifting ice in the Apostle area, but reached open water without aid from the Coast Guard.

The *Sarah*, with a crew of three aboard including her owner, Stanley Peanasky of Marinette, was freed from a heavy ice floe in Green Bay on April 11 by the Coast Guard cutter *Sundew*. Three crew members on the *Seabird*, which is owned by Tom Coffey, also of Marinette, waded ashore on April 10 after their craft became trapped in the ice two miles off Red Arrow Park.

### Marinette Studying Docking Problem

The Marinette, Wis. City Council recently appointed a committee to investigate the problem of securing docking space for the mooring of fish tugs. Several tugs have been tying up at coal docks, but their owners recently have been given notice to stop this practice because of the danger of fire.



## A USER WRITES THE AD-OF-THE-MONTH

// This 'Caterpillar' Diesel is the best engine I've ever had, and I've been in the business 30 years. I've never had a wrench on it. //

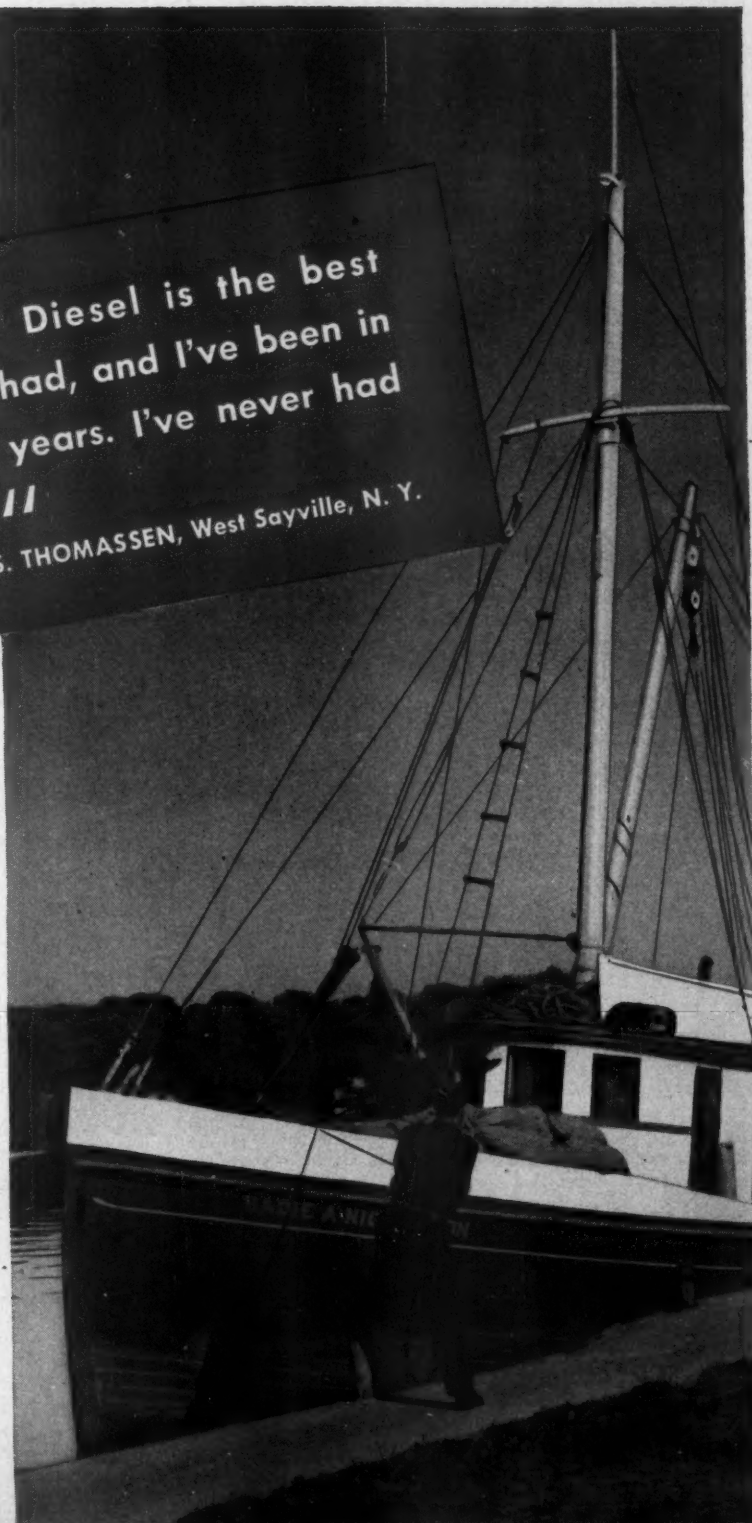
THOS. THOMASSEN, West Sayville, N. Y.

MR. THOMASSEN knows fishing-boat engines. The 6-cylinder, 115-hp. "Caterpillar" Diesel Marine Engine that powers his dragger *Sadie A. Nickerson* had operated 1706 hours when he made the above statement. But from his own experience and that of other fishermen he knows he can count on many thousands more hours of dependable performance.

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CATERPILLAR TRACTOR CO., Peoria, Ill.

A "Caterpillar" Diesel D13000 Marine Engine gives the 54-foot fishing boat *Sadie A. Nickerson* a speed of 11 knots.



# CATERPILLAR DIESEL *Marine Engines*

## New Jersey Oyster Season Highly Successful

The Delaware Bay oyster industry, centered at Port Norris, Bivalve and Maurice River, has just closed the most successful and profitable season it has experienced in nearly two decades. Prices paid dredgers have ranged from \$2.00 to \$4.25 per bushel and the price of shucked oysters has been \$4.00 to \$6.00 per gallon. At one time the price paid dredgers was down to 60c per bushel and before the war it averaged about \$1.00. An indication of the recent upturn in production is given by the fact that this year the estimated amount of shells that must be planted is 425,000 bushels compared to 285,000 bushels planted last year. Under a law enacted 2 years ago, 60 percent of the shells taken from private grounds must be returned to the State beds.

During the latter part of April the dredgers were being overhauled in preparation for the planting season which runs from May 1 to June 30, and during which time the fleet dredges seed oysters from the State beds up the Bay and transplants them to private grounds in the Cove. About 75 large dredgers and 50 smaller boats now are engaged in oystering in the Maurice River area.

Since the shell planting law has produced decided benefits for the industry, an attempt is now being made to revise the law so that it will cover all oysters handled by New Jersey shippers. Many of the oysters now shipped come from the Delaware shore and from the natural set in the lower end of the Bay.

### Clammers Form Cooperative

The Bay-Sea Cooperative, Unit No. 1, object of which is to maintain a fair and expanded market for clammers' products and better conditions for the industry as a whole, was founded by Tuckerton clammers recently. The new organization, which



Left to right, Leon, Alvin and Tasker Robbins of Robbins Bros., Port Norris, N. J. Below, their oyster boat "H. H. Robbins" which is powered with a 115 hp. D13000 Caterpillar fitted with 2:1 Twin Disc clutch and 40 x 32 propeller, and equipped with Fagan oyster dredges.



is reported to be the first of a series of such cooperative units to be established along the Atlantic Coast from Sheepshead Bay to Hampton, Va., is a radical departure from the principles upon which the clamming industry has been functioning for many years.

A large number of clammers in the Tuckerton area own stock in the Cooperative, which is operated on a strictly non-profit basis, and it is expected that more than 100 clammers eventually will participate in the organization's activities. The group has purchased Harold F. Cramer's shellfish shipping house and wharf on Tuckerton Creek, which it expects to put into operation sometime in May.

Officials of the Cooperative are as follows: president, Harold Driscoll; vice-president, Paul Pullen; secretary, Louis F. Andrews; treasurer and business manager, Barzilla Pullen; and chairman of the board of directors, Walter McAnney.

### Bass Netting Laws Remain Unchanged

Governor Alfred E. Driscoll recently signed a bill, proposed by commercial fishing interests, which would permit the taking of striped bass in all State waters by hook and line the year round, but would not affect existing netting regulations. The measure is somewhat in the nature of a compromise to appease sportsmen, who were anxious to have an anti-netting law passed.

An anti-netting bill was introduced in the Senate recently by Senator David Young, 3rd, but Senator W. Steelman Mathis, chairman of the Fish and Game Committee, refused to allow the bill out of committee. He contended that the measure would be detrimental to New Jersey's commercial fishing industry, particularly in view of the fact that nearby States permit the taking of bass the year round by any means whatsoever.

### Party Boats Seek Ban on Dragging

The Cape May-Wildwood Party Boat Association plans to seek enactment of a law to prohibit draggers from fishing in Delaware Bay, according to a recent announcement by President Robert G. Pierpont. At the same time, the Association will endeavor to have legislation passed fixing the net mesh size for dragging in other waters at 5". Petitions asking the changes are to be placed in circulation, and these will be forwarded to Congressman T. Millet Hand.

### Big Mackerel Landings at Cape May

One of the largest mackerel catches landed at Cape May this season was brought in on April 17, when 16 boats landed 750,000 lbs. at the Cold Spring Fish & Supply Co. State Senator George A. Redding, president of the firm, said that the catches were made 50 miles off the coast. The fish weighed an average of 1 1/4 lbs. each.

Good catches of rockfish were brought into Bivalve last month, where a fleet of 15 small boats is operating with drift nets. The shad run was of short duration this year. Late in the month the boats started fishing for weakfish and croakers.

### Mullica Seed Oyster Beds Opened

The season for the tonging of seed oysters on the State oyster beds in the Mullica River began on April 29, and the following oyster beds and grounds were opened by the Shell Fisheries Council: the Reef, Turtle Island Thorofare, Oyster-Bed-Point Bed, Goose Cove Bed, the intervening soft grounds and the public seed oyster grounds in the Mullica River, except that portion lying between the mouth of Bass River and the Big Ditch. The remaining oyster beds are closed for the purpose of conservation of seed oysters and the maintenance of an oyster sanctuary.

### Fish Pound Area Extended

The Secretary of War approved on April 2 a southerly extension of the fish pound area in the Atlantic Ocean between Barnegat Inlet and Beach Haven Inlet. The maximum distance between the former limit and the extended limit is approximately 6500'.

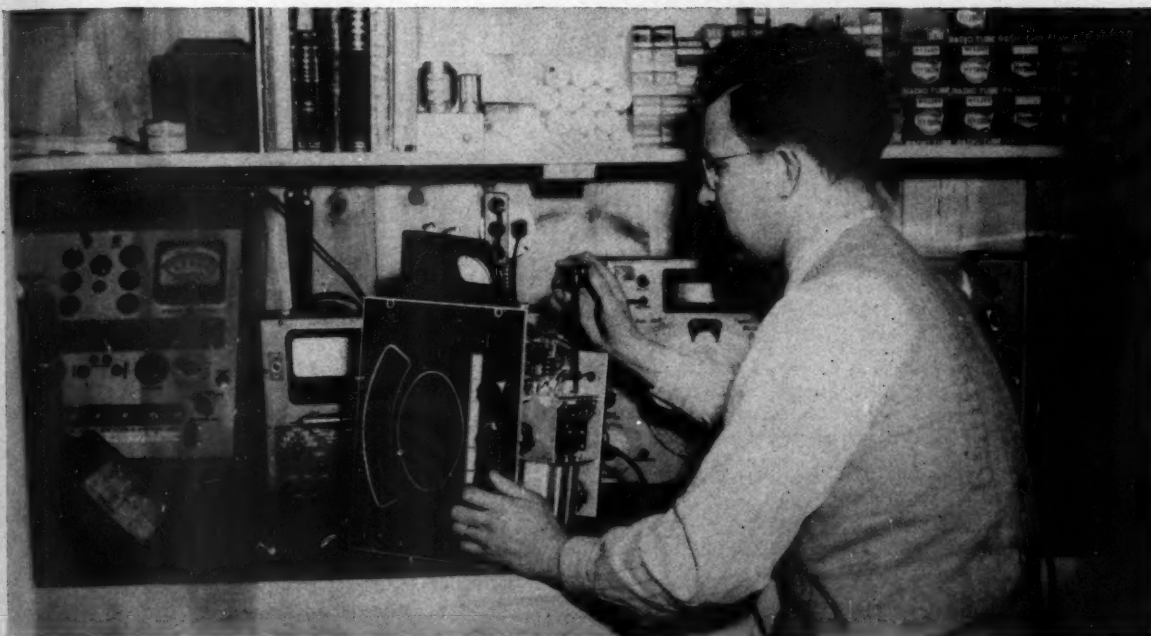
### New Dragger at Stowman Yard

Stowman Shipyard, Dorchester, planned to launch a 76' dragger early this month for Capt. William Axelson of Cape May. The craft will be powered with a 165 hp. Atlas, swinging a 54 x 42 Columbian propeller. She will be equipped with Hathaway winch, Submarine Signal Fathometer, Kelvin-White compass, Shipmate oil range, 32 volt Exide batteries and an 8 hp. 3 kw. Sheppard Diesel auxiliary generating set.

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## Maine Lobstermen Start Propagation Program

To insure the future of the local lobster industry, Pine Point fishermen launched a propagation program April 15 which they believe will create a continuously abundant supply of the crustaceans.

The program, which was instigated by the Pine Point Co-operative Assn. following the motion of Vance Turner, calls for each fisherman to turn over to the State between April 15 and May 15 a total of ten non-spawn female lobsters. These lobsters will be marked with the familiar "V" cut into the middle flipper and released by the fishermen themselves as State property, to form the nucleus of a natural hatchery. Females turned in must weigh between  $1\frac{1}{4}$  and  $1\frac{1}{2}$  lbs. apiece, as these are rated the most prolific egg producers.

Roger Fogg, secretary of the Pine Point organization, stated, "If other fishing communities will follow this example, each village will have its own hatchery and in five years time a total of 250,000 breeders will be available for the Maine coast."

### Clam Production Shows Gain

Although Maine landings for February were up nearly  $1\frac{1}{4}$  million lbs. over the preceding month, revenue dropped \$64,000 for the period, with only clam production showing an appreciable gain. The clam take totalled 646,005 lbs., and brought fishermen an income of \$121,459, an increase of nearly 150,000 in poundage and \$55,000 in value over January of this year.

Compared with other years, production decreased more than one-half million lbs. from February, 1946, and more than 3 million lbs. from February, 1945. Income showed a corresponding drop from these comparable periods, down \$35,000 from the same month last year and nearly \$107,000 from February, 1945. Adverse weather conditions were said to be one of the principal contributory causes for the decline.

Lobster landings hit a new low for Winter production, with only 428,686 lbs. of the crustaceans brought in to Maine ports, for a value of \$221,317. This was a decline of more than 125,000 lbs. from January and 60,000 lbs. from a year ago.

### Trawler "Swell" Being Reconverted

The 144' steel trawler *Swell* which was recently released from Navy service has been purchased by Capt. John Roen of Roen Steamship Co., Sturgeon Bay, Wis. She is now at Portland for reconversion and will be operated by Paulson & Olsen. Built at Bath in 1936, the vessel was formerly owned by General Seafoods Corp., Boston.

### Bill Increasing License Fees Signed

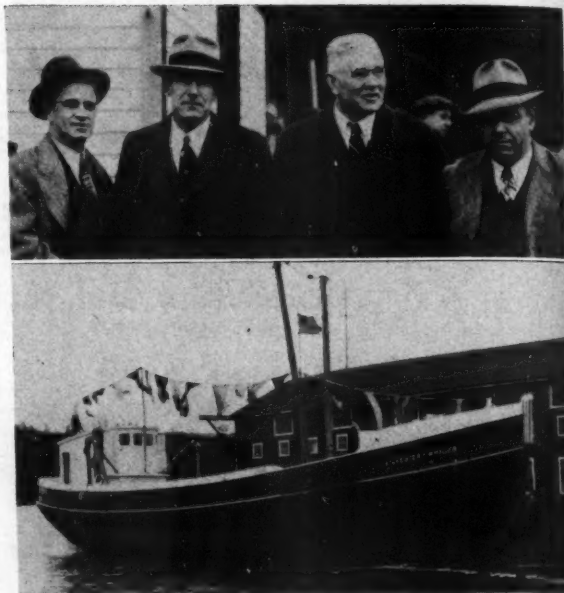
Legislation to boost funds of the Maine Sea and Shore Fisheries Department by from \$40,000 to \$50,000 annually through license fee increases was signed by Governor Hildreth on May 6. The bill affects license fees for the following: resident interstate clam shippers and nonresident shippers, lobstermen, wholesale lobster dealers, seiners and weimen, scallop fishermen and seafood retailers.

### Sargent, Lord Radio Service Department

Warren E. Morgan, licensed radio engineer, recently has been placed in charge of radio sales and service for Sargent, Lord & Co., Portland. The Company, which distributes Kaar telephones and direction finders, has opened a new service department which is completely equipped with modern instruments for all types of radio installation and maintenance work.

### March Landings at Rockland

Landings of redfish and groundfish at the port of Rockland for the month of March totalled 2,734,196 lbs., which figure was below the past year's high record of more than 5 million lbs., but showed definite improvement from landings during the Winter months. The *David A.*, owned and skippered by Capt. Carl Reed of Owls Head, was highliner, with a catch of 339,318 lbs., 127,000 of which were taken on one trip.



Launching of the 99' dragger "Sylvester F. Whalen" at Morse Boatbuilding Co., Thomaston, Me. last month. At top, left to right, Wm. J. Brady, co-owner of Boston; Captain Freeman Corkum, skipper; former mayor Sylvester F. Whalen of Gloucester; and John J. Burke, Jr., co-owner of Gloucester. She will be powered with a 350 hp. Cooper-Bessemer Diesel.

### Barter Sells Lobster Business

R. K. Barter recently sold his lobster business at Stonington to Anthony C. George and N. J. Briguglio, formerly of Boston and associated with the Atlantic Lobster Co. of that City. The new firm will be known as the Barter Lobster Co., and will use the present wharf for local buying operations. The same personnel as was employed by Barter will continue with the new concern, which also has taken over the running of the pounds at Moose Island.

The sale does not affect Barter's 5 seiners which he will continue to operate. Barter has been in the lobster business for 47 years and first bought lobsters at Sunshine, Me. for 5 cents apiece in 1900. He also pioneered in the canning of Maine crabmeat.

### "Ann S." Completed at Bristol

The 35' x 11'6" x 4' dragger *Ann S.* recently left the yard of her builder, Bristol Yacht Building Co., So. Bristol. Owned by Capt. Melvin Strout of Wakefield, R. I. she is powered with a 121 hp. Luger model Gray gasoline engine with 2:1 reduction.

### Sardine Packers Discuss Research

Plans for large scale herring research and other topics were discussed on April 8 and 9 at Eastport, when sardine packers met with representatives of the Fish & Wildlife Service. James Abernathy, head of the Sunset Canning Co., West Pembroke, and secretary of the Maine Sardine Packers Association, announced that herring research will be carried on at the Fish & Wildlife Service laboratory in Boothbay Harbor.

An advisory committee was named to work with the Fish & Wildlife Service, including the following: Carroll Peacock, Lubec, chairman; Glenn Lawrence, Belfast; C. Stinson, Birch Harbor; M. B. Pike, Lubec; and Donald G. Wilson, Eastport.

### Clam Flats Opened

Extensive clam digging areas in the communities of Stockton Springs, Somesville and West Tremont were opened for unrestricted digging on May 1 as the result of a sanitation survey. Lifting of the ban opened all of Stockton Springs Harbor, Goose Cove in West Tremont and Somes Harbor, Somesville.

The portable laboratory which has been re-surveying the coast from Kittery to Calais is now at Ellsworth and will shortly be moved to Machias to complete the work in Washington County.

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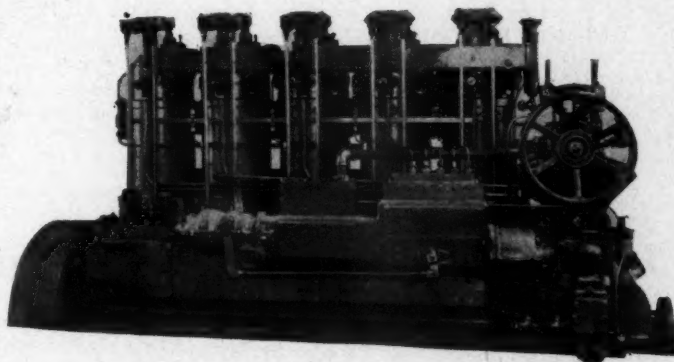
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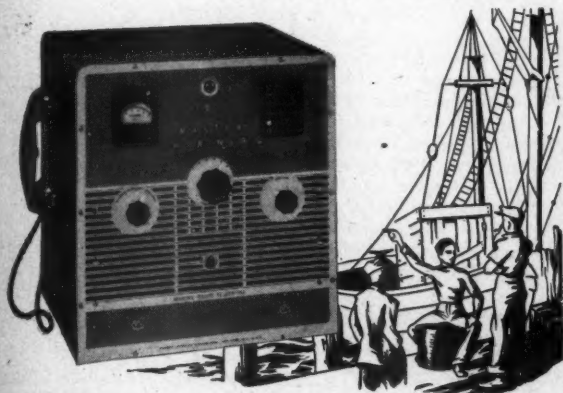
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## New Bedford Fish Landings Lag Behind Last Year

During the first 3 months of this year, landings of fish at New Bedford were 8,388,000 lbs. compared to 18,502,000 lbs. in the same period of 1946. The drop in production is attributed largely to the recent "wire-basket" unloading dispute which tied up the fleet for a month.

In the month of March 4,735,000 lbs. were taken out compared to 10,125,000 in March 1946. However, the value of the month's catch was \$712,896 compared to \$956,000 a year ago. The leading varieties were lemon sole, 1,300,000 lbs.; haddock, 1,252,000 lbs. and steak cod, 531,000 lbs.

Scallop production in March totalled 567,000 lbs. valued at \$309,000. For the month of April, the *Linus S. Eldridge* was highline scalloper with 3000 gallons followed by the *Camden* with 2950 and *Jerry & Jimmy*, 2900. On May 8, there were 10 scallop draggers at New Bedford with 8800 gallons, which sold for \$4.40 per gallon.

### "William D. Eldridge" Launched

The 80' scallop dragger *William D. Eldridge* owned by Wm. D. Eldridge of New Bedford, was launched by Morse Boatbuilding Co., Thomaston, Me. on April 21. She will be powered with a 180 hp. Atlas Diesel.

### Delay Action on Purification Plant

The bill calling for establishment of a shellfish purification plant in New Bedford recently was referred to the next annual session of the Legislature pending the outcome of research on new methods of purification. The measure providing for construction of a purification plant in New Bedford was sponsored by Representative Jacintho F. Diniz of that City.

### Dobson Purchases Several Dragers

Leon Dobson of New Bedford has purchased several Gloucester draggers recently, including the *Leretha*, *Skelligolee* and *Rita B.* The *Leretha* formerly was owned by Trawler *Leretha*, Inc. of New Bedford.

### Hyannis Boats Catching Flounders

Fishing boats working in the sound out of Hyannis Harbor have been handicapped by bad weather recently, but are bringing in small catches, consisting mostly of blackback flounders. Scup are expected to appear soon. About 12 boats are working in the area, including Provincetown and Island boats.

### Fishermen Favor Longer Quahog Season

A group of approximately 30 Wellfleet fishermen met recently and went on record as in favor of extending the quahog season, which usually closes April 1, for an indefinite period

in the area south of a line running from Blue Rock to the Elbow Buoy. The group also voted against granting any more oyster leases on the west side of Wellfleet Bay. Wellfleet Selectmen, who called the meeting, indicated that shellfish rules would be changed to conform to opinion expressed by fishermen.

## Chester F. Hathaway

Chester F. Hathaway, treasurer of Hathaway Machinery Co., Inc., Fairhaven, Mass., died in Fairhaven on April 13 at the age of 62. The following day the flags of the New Bedford fishing fleet were at half mast in tribute to him.

Mr. Hathaway was closely identified with the fishing industry during his entire business career, and his name became a familiar by-word from Greenland to Cape Horn. He was a key figure in the development of dragging in New Bedford and elsewhere through the design, manufacture and application of all types of dragging gear.



The late Chester F. Hathaway.

He established a machine shop at New Bedford in 1910 where he was joined the following year by Eli Braley who continued as his business partner for 36 years and is president of the Company.

In 1911, after studying the needs of quahog boats in the Nantucket area, Mr. Hathaway brought out a hauling clutch. In connection with his general machine work on fishing boats, he strived continuously to make improvements in fishing equipment. In those days the majority of the New Bedford boats were under 60 ft. with 40 to 60 hp. gasoline engines. Early dragging was done with hand operated ropes on niggerheads attached to an engine-driven shaft.

In 1919, soon after the larger boats started to change over to Diesel engines, Mr. Hathaway developed a flax packed stern bearings. In 1920 he built the first double drum dragger winch with wire cable, and installed it on the boat *Mary* owned by Capt. Dan Mullins. From that time on, dragging became an increasingly important means of fishing, and Mr. Hathaway continued to make improvements, always trying to make a better, more efficient product.

In 1935 the Company erected a new plant on the Fairhaven waterfront which today is one of the finest and best equipped machine shops on the Coast.

Mr. Hathaway was recognized for his progressive ideas, and it was always his desire to keep ahead of the needs of the fishermen. To the end he pioneered many mechanical advancements related to installations of all types of fishing boat machinery.

In recent years he was one of the leaders of the movement to secure better harbor facilities for Fairhaven, and plans which he drew up are being used as a guide in this program.

With the passing of Chester Hathaway the fishing industry has lost a personality who will long be remembered, and whose life's work will have a lasting and beneficial effect on the fisheries.

Under the direction of Mr. Braley the Hathaway Machinery Co. will continue its widely recognized principles of service to the industry.



The 92' steel dragger "*Barbara C. Angell*", owned by William Angell of New Bedford and built by Sturgeon Bay Shipbuilding & Dry Dock Co., Sturgeon Bay, Wisc. She sails from Gloucester under command of Capt. Cecil Moulton and lands fish at Boston. The vessel is powered with a DMG-6 turbo-charged, oil cooled Enterprise Diesel rated 554 hp. at 375 rpm. and swinging a 68 x 41 Columbian propeller to give a speed of 12 knots. Her capacity is 165,000.



# When our Coast Guard was known as the Revenue Marine

Little of our history is more inspiring than the part played by the Revenue Marine, forerunner of the Coast Guard Service. In small wooden ships, men of the Revenue Marine patrolled thousands of miles of coast line, fought smugglers, slavers, and pirates, gave aid and protection to our merchant ships. The Coast Guard Service is living tribute to the courage and vision of the officers and men of Revenue Marine.

There are other examples, famous today, of industries too, established by seafaring men when our nation was young.

More than a century ago, in New Bedford, Mass., a group of ship owners, captains and fishermen banded together to make rope for their own ships. Their rope, famous for quality, was eagerly sought by other rope users. Today the New Bedford Cordage Company serves rope users in all industries. The same practical knowledge of rope, tempered by more than 100 years of manufacturing experience, stands behind New Bedford Rope today. The finest rope for every use.

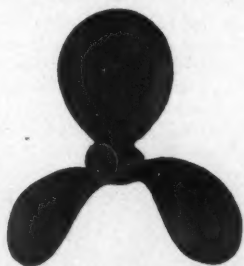


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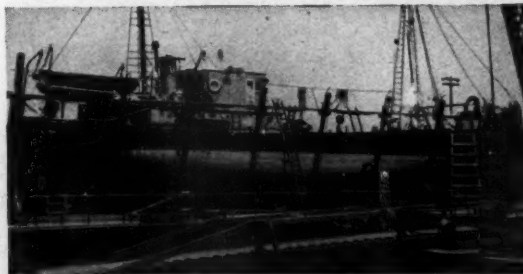
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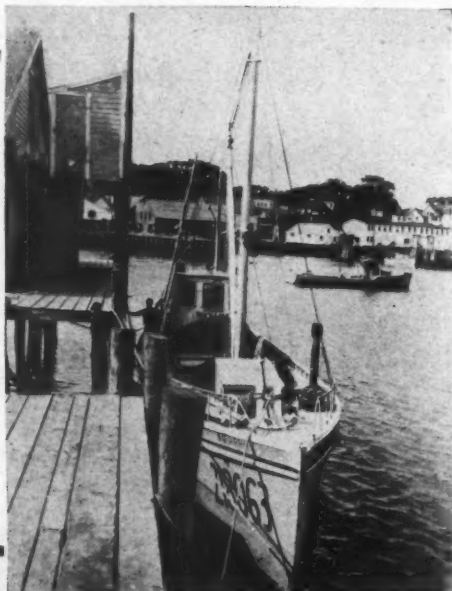
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## Gloucester Seeks Expanded Redfish Advertising

The Gloucester Development Committee's subcommittee on advertising recently presented a report carrying a recommendation for raising \$100,000 per year for advertising of redfish. Under the program, a voluntary agreement would be reached between dealers, the Fishermen's Union and vessel owners whereby a 10c tax would be collected on every 100 lbs. of redfish landed at Gloucester. The boat would pay 2c of the tax; the crew 3c; and the dealer 5c. For instance, if redfish was selling for 3c a pound, the firm buying the trip would pay \$3.05 per 100 lbs. for the fish, but would actually pay the boat and crew \$2.95 per 100 lbs., with the remaining 10c going into the advertising fund.

The fund would be administered by a subcommittee composed of one or more representatives from the various segments of the industry, including fishermen, owners and dealers, and would be under the chairmanship of the Mayor. The report also urged that the Mayor appoint a subcommittee to study sanitation and quality of fish landed in the City and to report back its recommendations for inspection and quality control.

The success of the recent redfish advertising campaign promoted by the Gloucester Fisheries Association was cited in the report, and it was pointed out that the program resulted in doubling redfish sales in some areas of the Mid-Western and Central States. The report will be submitted to the Atlantic Fishermen's Union, Gloucester Fisheries Association and Gloucester Fishing Vessel Owners' Association for consideration.

The advertising subcommittee which made the report includes the following: John Del Torchio, general manager of Cape Ann Fisheries, Inc. and president of the Gloucester Fisheries Association, chairman; Frederick McG. Bundy, president of Gorton-Pew Fisheries Co., Ltd.; and Manuel P. Domingos, Jr., general manager of United Fisheries Co. and president of the Gloucester Fishing Vessel Owners' Association.

### Court Upholds Case of Fisherman

The U. S. Circuit Court of Appeals, in an opinion handed down on April 9, affirmed the finding of the district court in the case of Levi J. Muise of Gloucester against Capt. James L. Abbott of Dorchester, owner of the Gloucester dragger *American*. Some months ago, Muise, at the time a member of the crew of the *American*, was returning at night to his vessel after an authorized evening ashore when he fell into an unguarded hole on Gorton-Pew's wharf in Gloucester and injured his leg.

Attorney Abraham L. Kaplan of Boston brought suit against the wharf owners and recovered \$5500 in settlement for the accident. He then filed suit against Capt. Abbott for compensation for the fisherman while he was recovering, and was awarded \$501.84. The case was said to be the first of its kind in the country in which a boat owner has been held liable for injuries to a fisherman or seaman not occurring on board his vessel in the course of his employment.

### "Conquest" Lands First Trip

The 97' *Conquest*, recently converted from dragging to a mine sweeper, landed her first trip of 56,000 lbs. on April 18. She is owned by Gorton-Pew Fisheries Co., Ltd., and skippered by Capt. Joaquim Gasper.

### "Old Glory", "Elizabeth A." Sink

The 82' dragger *Old Glory*, owned by Independent Fish Co. and skippered by Capt. Joaquim Canas, Jr., sprung a leak off Nova Scotia on April 8, and sank 64 miles south-southeast of Shelburne. Capt. Canas and his crew of 7 men were rescued by the Gloucester dragger *Raymonde*, Capt. John Francis.

The 18-year-old dragger was on her first trip since an idle period during the Winter. She was valued at \$75,000, and was insured.

The 60' dragger *Elizabeth A.*, owned by Capt. John Sinagra, sank 4 miles northeast of the Dry Salvages on April 13 after her stern planking became sprung. Capt. Tillman G. Mahan of Gloucester and his three-man crew escaped in a dory and rowed into Pigeon Cove. The 29-year-old vessel, which was valued at

\$25,000, had just been repaired after a narrow escape from sinking on April 4.

### Seiners Make Heavy Catches

The Gloucester seining fleet landed heavily on the mackerel on April 17, and 22 vessels brought in 949,000 lbs. at Cape May, N. J. the following day. The catch was the biggest of the season, and brought the total amount of mackerel landed by seiners since the first reported catch, to 2,365,000 lbs. The fish were caught some 65 miles south of Cape May.

However, the mackerel seiners have been greatly handicapped by poor weather, with no fish having been landed between March 24 and April 9 or for several weeks after the big catch of April 17. The seining fleet numbered over 30 boats early in May, which is about half the number active during the Summer months. However, more vessels are expected to change over to seining after the first of June.

Among the seiners which joined the fleet during April were the *Alden, California, Capt. Drum, Jackie B., Linta, Mary W., Rose and Lucy, Rose Marie, Serafina N., Bethulia, Frank F. Grinnell, Gloucester and Uncle John.*

### Boston Union Faces Court On Contempt Charge

Following a series of legal proceedings, a contempt petition, filed in the State Superior Court against the Atlantic Fishermen's Union by Massachusetts Atty. Gen. Clarence A. Barnes, is expected to be heard at an early date. This petition followed a temporary injunction obtained by Barnes in February to restrain the Union from interfering with the sale of fish at a fair market value.

The contempt charge was filed when the Union, according to Barnes, violated the injunction by making a ruling which limited the catch which any vessel could land. The Union's counsel then attempted to transfer the case to a Federal Court, claiming that it was not a matter which came under the jurisdiction of the State. However, it was remanded to the State Superior Court where it now awaits hearing.

Atty. Gen. Barnes has charged that Union officials and members, collectively, are trying to create a monopoly by controlling fish prices, thereby violating State anti-monopoly laws.

### "Pioneer" Starts Dragging

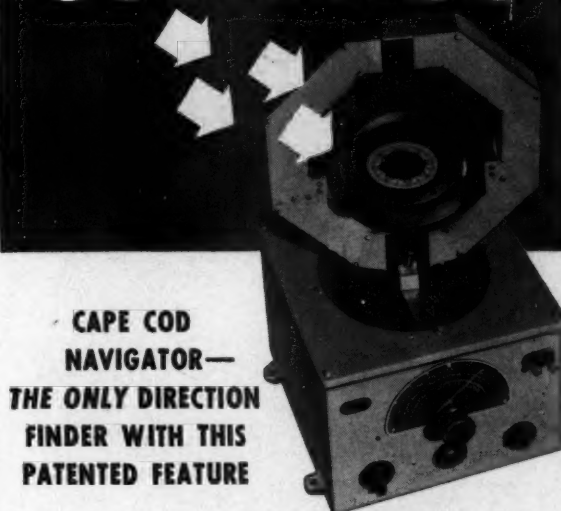
The 65' x 15' x 5' dragger *Pioneer*, owned and operated by Vincent Liotine and Charles Fredey, Jr., which was formerly a sardine carrier converted by C. Tringali & Sons, East Boston, has joined the Boston fishing fleet. The vessel was repowered with a Cummins Model HMRS-604 Diesel engine which delivers 125 continuous horsepower through a Twin Disc 4:1 reduction gear, and turns a 3-blade Columbian 44 x 40 propeller at 365 rpm., giving the boat a cruising speed of 10 mph.

The engine sale and installation was made by Cummins Diesel Engines of New England, Inc., Cambridge, Mass. Other equipment includes Twin Disc front power take-off, Hathaway winch, Reliance tachometer and Columbian throttle and reverse gear controls.



The 65' Boston dragger "Pioneer" which was converted from a sardine carrier and repowered with a 125 hp. Cummins Diesel.

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The 35-foot "Libby" built by Stonington Boat Works.

## Connecticut Yard Builds New Model 35' Boat

Stonington Boat Works, Stonington, Conn., has completed a new model 35' fishing boat, the *Libby*, for Emerson B. Taber of East Hampton, Long Island. Although this particular boat is fitted with a large well for lobstering, she was built from a dragger design prepared for the yard by Henry A. Scheel of New York, arranged for 2 men fishing and able to carry 14,000 lbs. of fish with only an 8" immersion of the waterline.

Having a 12'6" beam, she is unusually wide to give ample cockpit space and good stability. Construction is similar to that used on the 57' Stonington dragger, with frames being notched into the keel and keelson and with the back rabbet and stern post extending to the deck. The boat has a 5" oak keel, 1 3/4" x 2" oak frames on 12" centers, and 1 1/4" clear fir planking with galvanized fastenings. Cabin quarters have toilet and 3 lockers. Power is furnished by 100 hp. Palmer gasoline engine, swinging a 24" Columbian propeller.

## Converting Mine Sweeper for Feltman

Hitchcock Gas Engine Co., Bridgeport, is converting a 98'5" x 23'6" mine sweeper for Benjamin Feltman of New York City. To be named *Leah F.*, the vessel will be equipped with a 639-40 Hathaway winch and new 120 hp. Fairbanks-Morse Diesel winch engine and will retain her original 450 hp. Fairbanks-Morse propulsion Diesel.

## Powering New Party Boat "Sailfish"

The new 65' x 17'6" x 5'6" party fishing boat *Sailfish* built by Johnson Boat Works, Brooklyn, N. Y. for Capt. Frederick Binks of Freeport, N. Y. is being fitted with a Wolverine Diesel at the Wolverine Motor Works, Bridgeport, Conn. The engine is a 4 cycle 5 cylinder, 9 1/4 x 14 clutch reversing model, rated 195 hp. at 400 rpm., which swings a 50 x 40 Columbian propeller on a 3 1/2" Monel shaft with Arguto Oilless stern bearing.

## Two Dragers Get Telephones

Two Stonington draggers, the 49' *Connie M.* owned by Joseph Maderia and the 45' *Lindy*, owned by Capt. Marion Post and Manuel P. Maderia, have been equipped with 10 watt Jefferson-Travis radiotelephones by Aero-Marine Radio Laboratory of Stonington.

## Connecticut Starfish Survey

Results of a recent survey by the Milford Fish & Wildlife Service Laboratory of the distribution and occurrence of starfish on Connecticut oyster beds showed that the number of these pests and their size distribution are more or less the same as in October, 1946, when the last survey was conducted. However, there are indications, as anticipated last year, that the very dense starfish population found within the section between Charles Island and Stratford Point is moving in easterly and westerly directions, and is gradually invading the cultivated grounds. A large population of starfish was discovered at depths ranging between 50 and 60'. The State boat *Shellfish* was used in the study, and the area surveyed extended from Morris Cove and Morgan Point, New Haven to Penfield Reef, west of Bridgeport.

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## Maryland-Virginia Group Probes Potomac Laws

A joint 6-man commission of fisheries representatives from Maryland and Virginia, together with the Governors and other officials of the two States, met at Mount Vernon, Va. on April 4 to re-examine Potomac fishery laws in light of a compact made in 1785, and which gave Maryland ownership of the River but allowed Virginians equal fishing rights and a voice in the fishing laws. Although the conference was limited to preliminaries toward solving disagreements over fishing laws, delegates evidenced general agreement on the need for fisheries conservation under mutually acceptable regulations.

However, Virginia still regards as a nullity the new Maryland law which allows court trial in Maryland of Virginians who violate Potomac fisheries regulations. Virginia contends that the law is an infringement of the compact of 1785, which provides that violators of the Potomac fishing laws shall be tried in the State in which they reside.

C. O'Connor Goolrick of Fredericksburg, Va., a former State Senator, was named chairman of the joint Maryland-Virginia study group, with Robert N. Archer, Maryland conference chairman, serving as vice-chairman, and David Wallace, executive director of the Tidewater Fisheries Commission, acting as secretary.

### Seafood Production Up

Seafood production in the Crisfield and Ocean City areas of Maryland; in the Hampton Roads, Lower Northern Neck and York River sections of Virginia; and in the Atlantic, Beaufort and Morehead City areas of North Carolina totalled 11,639,000 lbs. for the month of April, as compared to 8,027,000 lbs. during March. Of the total, 10,833,000 lbs. were fish, and 806,000 lbs. were shellfish. Maryland accounted for 1,508,000 lbs. of the landings; Virginia, 9,936,000 lbs.; North Carolina, 195,000 lbs.

Norfolk, Va. area landings for April totalled 4,833,000 lbs., as compared to 5,178,000 lbs. in March and 2,702,000 lbs. in April of last year. Croaker was the leading variety, with landings of 2,346,000 lbs.; followed by scup, with 981,000 lbs.; and alewives, with 777,000 lbs.

Hampton Roads, Va. fishermen landed 5,185,000 lbs. of fish during March, which amount represented the best catch since the opening of the Hampton Fish & Wildlife Service office 15 months ago.

### Crabbers Expect Good Season

Crabbing started May 1 in Maryland waters of the Chesapeake Bay, and the crabbers anticipate a good season as hard crabs have been selling for the highest prices ever known. It is expected that production will show an increase this year because of a recently passed bill which permits more extensive use of crab pots.

Packers were paying as much as \$21.00 a barrel in April for Chesapeake crabs. Seaside crabs, which are smaller and produce less meat, were bringing crabbers \$14.00 a barrel. The crabbing season opened on April 1 in the Sinepuxent Bay.

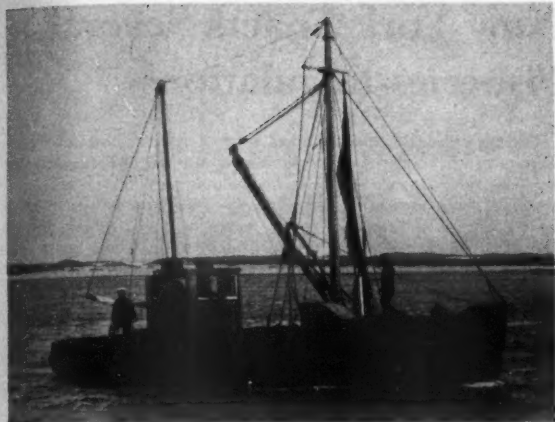
### To Study Possible Uses for Fish Waste

The Chesapeake Biological Laboratory, Solomons Island, which is a part of the Maryland Department of Research and Education, has undertaken a study to work out the details for converting seafood waste into forms needed by potential users. Several fishermen, packers and operators of ice and fillet plants have offered to cooperate in the study, and a long list of possible uses has been compiled. It is estimated that seafood waste can be made available in quantities approximating 10,000,000 lbs. per year.

### Plan Purchase of Fast Patrol Boats

Several new high-speed patrol boats, which would be capable of overtaking oyster poachers, are to be purchased by the Maryland Department of Tidewater Fisheries during the next two years. Approximately \$115,000 has been provided for acquiring such vessels, and the Department hopes to replace 12 or 14 of the 26 patrol boats that are now in the fleet.





The 50' dragger "John H." owned by C. P. Cropper of Ocean City, Md. She is powered by a 60 hp. D4600 Caterpillar Diesel.

### Croakers and Menhaden Are Running

Tangier Sound trappers caught thousands of croakers during their run up the Chesapeake the middle of April. Capt. Will Parks of Tangier, Va. took 175 boxes of croakers in one fishing from his two pounds east of Cod Harbor at the southern end of Tangier Island. He sold the fish for \$5.25 per box.

Trappers recently have been making good catches of menhaden in Pocomoke Sound, from 35 to 125 bushels to the gear. The market for menhaden has been poor, but fishermen have been selling some of their catches to crab potters at \$1.00 a bushel.

### Shad and Herring Fishing Poor

Shad and herring fishing in Tangier and Pocomoke Sounds was poor during April. However, one fisherman caught from 40 to 80 shad a day in two traps in Tangier Sound near the Maryland-Virginia line.

Maryland wholesale prices for various species of fish during April were as follows: shad, roe, 30c per pound; shad, buck, 15c; trout, 10c; and croakers, 6c.

### Haul Seine Regulations Clarified

As the result of a request by Virginia haul seiners for clarification of the laws pertaining to their industry, the State Commission of Fisheries held a meeting at Newport News on April 26 to discuss the matter. Over 100 haul seiners who work the area from lower Poquoson to upper Gloucester County were in attendance.

Following general debate on the rights and limitations of haul seiners, Commissioner Charles M. Lankford, Jr. ruled that one end of a haul seine must remain stationary at all times, on shore or in shallow water, with the latter defined as having a depth ranging to 4 or 5' at low tide. He explained that the other end of the seine may be pulled with one or more boats, and that when the nets are hauled in by hand fishermen may move the stationary end closer to shore from time to time. Lankford added that it is permissible for a fisherman to go out to the end of a bar to place his nets, even though that may be a great distance from shore.

### Make Big Rockfish Catch

W. E. Smith, Lindsey Hudgins, Linwood Ruff and Bennie Patterson of Mobjack, Va. caught 6,000 lbs. of rockfish on April 28 near the East River. Rockfish have been plentiful in the Chesapeake Bay recently.

### Dr. Marshall New Laboratory Head

Dr. Nelson Marshall, professor of zoology at the University of North Carolina, has been named director of the Virginia Fisheries Laboratory at Yorktown, and will take over his new post on June 1. He succeeds Dr. Curtis L. Newcombe, who resigned last December.

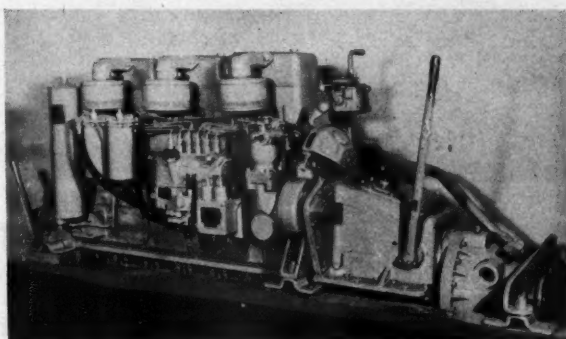
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## New York Enacts Several Fisheries Regulations

The New York Legislature has enacted several new laws pertaining to the fisheries recently, including one which provides that effective January 1, 1948, beam and otter trawls having a stretched mesh measuring less than 4" shall not be set or used for the taking of flounders in the waters of Long Island Sound. This law will permit most flounders up to 8" in length to escape. The majority of the New York and Connecticut draggers that work the New York side of Long Island Sound use 4 or 4½" mesh nets, but a few draggers fish smaller mesh nets, and thus some flounders of 6" in length and even shorter are brought in.

Another recently enacted regulation provides for several amendments to the New York conservation law, including the repeal of the section which made it unlawful to remove lobsters from pots from 6:00 p.m. on Saturday to midnight on Sunday. Also, non-resident license fees for Connecticut lobstermen, formerly based on gross tonnage, now will be based on net tonnage, since in the case of numbered boats it is impossible to learn the gross tonnage.

In order to simplify enforcement of that section of the law relating to undersized lobsters, a measure has been enacted which provides that on and after January 1, 1948, no person shall possess on the waters of the State or use therein any lobster trap or pot unless it has at the bottom of each side an opening not less than 1½" wide, with such opening to be maintained clear and undiminished at all times.

Another new regulation provides for changing the menhaden vessel license system for New York by setting a \$200 license fee for either resident or nonresident vessels. Vessels of over 60 gross tons formerly were required to pay \$400 for a non-resident license.

Still another law renews the power of the State Conservation Department to issue licenses and make rules and regulations for the operation of pound and gill nets in Lower New York Bay. Such power first was granted the Department in 1945, and now has been extended to July 1, 1953.

In 1946 the Department issued licenses for 63 pound nets and 1 gill net, 25 of which were operated by resident fishermen and 39 by nonresidents. The fees charged were \$10 for each net fished by residents and \$20 for those fished by nonresidents. Licenses for the operation of 47 nets have been issued this year.

### Hold Hearing on Proposed Breakwater

Representatives of the War Department held a public hearing at Greenport on April 24, attended by over 100 baymen, oystermen and others, regarding the necessity for constructing a 8500' stone breakwater at Gardiners Point, to start at the high land and extend to the old fort. As the result of the wearing away of the natural land barriers, Gardiners Bay and Greenport Harbor are exposed to easterly storms, and oyster lands in the Bay have become covered with sand.

### Babylon Canal to Be Used for Mooring

In order to temporarily solve the scarcity of mooring berths in the town of Babylon, the Village Board recently decided to allow boats to tie up in the canal on the west side of the village-owned property on Lighthouse Road. An overall plan on mooring will be made by the Board in October, which is the end of the fiscal year for all mooring rentals.

### Matthew J. Graham Dies

Matthew J. Graham, president of the Fishery Council since 1941, and a partner in the firm of Chesebro, Robbins & Graham, Inc., Fulton Fish Market, New York, died on April 11. Mr. Graham had been engaged in the seafood business for more than 40 years, and was one of the best known men in the industry.

### Fishery Council Publicizes Shad

Fishery Council information on shad has been carried by several large newspapers recently. These include the *New York Times*, *New York Herald Tribune*, *Daily News* and *Journal American*. The *Times* published a 3-column picture and 2-column story on the Council-conducted trip to the shad nets of Harry E. Lyons of Edgewater, N. J.



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# STURGEON BAY

SHIPBUILDING & DRY DOCK COMPANY • STURGEON BAY • WISCONSIN

## Oyster Industry of French Coast

(Continued from page 21)

firm object in their proximity, usually lime bricks put there for them. After a fortnight or a month the baby oyster is visible to the naked eye, the size of a pin-head. In Spring the oysters that survive the onslaught of the sea are detached and placed in artificial basins.

A year afterwards, their shells are more resisting, and they are set free, on special oyster banks. At 18 months they measure between 2 and 4 cm. and weigh 15-20 kgs. per thousand.

The best oysters come from Marennes where they are kept in parks in the sea. It is in these parks that the Fine de Claire oysters are produced. (Claire are special basins, usually ancient salt-marshes.) These claires are drained only during October and November. One can realize that if a small quantity of oysters is left to grow for about six months in surroundings so rich in food, that their shells will form well, and that the meat fills these shells.

The oysters, having eaten continuously, could not suddenly be deprived of food and be expected to survive transportation. Before they are transported, therefore, they are put through various preparations, so that eventually they retain only pure and clear water in their valves, enabling them to go on living for another 15 days, remaining quite fresh.

The oysters are first washed, then put into vast cemented or bricked basins, called "Degorgeoirs" (cleansers). Here the oyster cleanses its intestines, through the continuous feeding of limpid water into these basins. After eight days the results are perfect. From then on the basins frequently are drained of water so as to get the oysters used to being in the dry without losing the water between their valves. After two weeks of this they are ready for the "Great Voyage", and it is this last water retained in their valves which delights the connoisseurs.

In 1923, the Control Sanitaire Official des Etablissements Ostreicoles was created, and since then there has been a general, compulsory supervision of all oyster culture, to maintain a high standard of hygiene.



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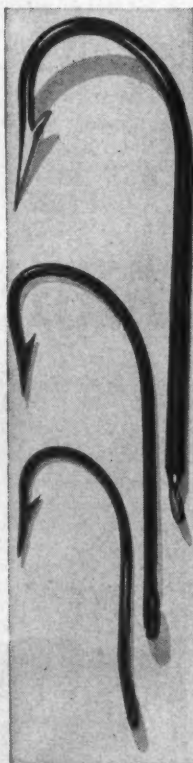
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## Gulf States Discuss Fisheries Compact

Plans for legislative approval of the proposed Gulf States marine fisheries compact were discussed in New Orleans, La. on April 10 and 11 at a meeting sponsored by the Council of State Governments and attended by representatives from the five affected States—Louisiana, Florida, Alabama, Mississippi and Texas. Delegates to the conference were told that the compact formulated last December, must be ratified by the Legislature of each of the 5 States and approved by Congress before it can become effective.

Under terms of the compact a joint fisheries commission would be named, with each State having three representatives. The commission would determine methods of conserving fish in the Gulf, recommend police powers to promote fisheries preservation, determine which waters should be stocked with fish, and establish common conservation zones with regulations for both inland and offshore waters. The group would not have the power to enforce laws, but would make recommendations to aid the States in maintaining fish populations at a high peak.

After some debate on the matter, the group decided to eliminate the sections of the compact which provide for allowing membership to foreign countries whose offshore waters border upon those of the Gulf. During the discussion James N. McConnell, chairman of the meeting and director of the Division of Oysters and Water Bottoms of the Louisiana Department of Wild Life and Fisheries, stated that a fishing treaty with Mexico, to end the conflict between that country and fishermen of the United States, is being worked out by the State Department.

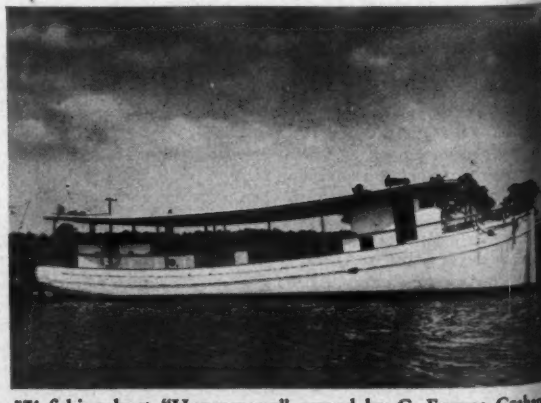
Speakers at the meeting included the following: Wayne D. Heydecker, secretary of the Atlantic States Marine Fisheries Commission; Hubert R. Gallagher, associate director of the Council of State Governments; J. L. Baughman, biologist of the Texas Game, Fish and Oyster Commission; and Fred S. LeBlanc, Louisiana's Attorney General.

### Oyster Mortality Being Studied

Scientists from Texas, Oklahoma and Canada conferred in New Orleans, La. on April 22 regarding preliminary work which has been done on a research project to determine whether or not abnormal oyster mortality is taking place in the coastal waters of Louisiana. The study will get underway in the near future, and will be carried on by the Texas A. & M. Research Foundation, which has been retained by one of the major oil companies. Expected to cost approximately \$50,000, the investigation will determine in which bays of Louisiana oyster mortality occurs and the degree of abnormal oyster mortality.

### Lake Borgne Netting Ban Lifted

Commissioner Luther S. Montgomery of the Louisiana Wild Life and Fisheries Department issued a special order on April 16 under which seining and trammel netting will be allowed during the closed season in Lake Borgne west of Grand Pass, and within the outside points of the Louisiana marshes to Port

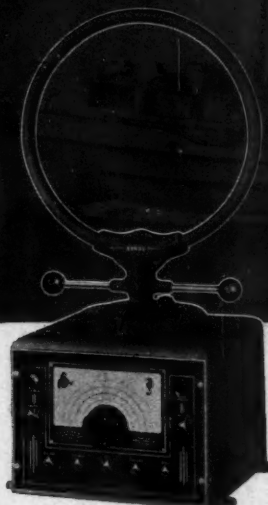


57' fishing boat "Honeymoon" owned by C. Eugene Graham, Bayou La Batre, Ala., powered by a Caterpillar D8800 Diesel.

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Chicot and Point Fortune and a line drawn from Bayou Terre-aux-boeuf (Lake Lamere), thence on a line to Taylor Pass. However, fishermen were warned that if they persist in using banned equipment in other areas, the Lake Borgne area will be closed.

A group of St. Bernard Parish fishermen recently assured Commissioner Montgomery that no harm would ensue from netting fish in the Lake Borgne section during the closed season, as the waters of the area contain no spawning fish. The order opening the Lake to netting was issued pending an investigation of this matter.

### "Theresa Marie" Joins Fleet

The new shrimp trawler *Theresa Marie*, owned by B. F. Skinner of Morgan City, La. recently joined the fleet out of that port. The craft was built in St. Augustine, Fla., and was brought to Morgan City early in April by Capt. Gunter Carlson.

### File Suit for Damage to Oyster Beds

Bozo and Jack Zibilich, Louisiana residents, recently filed suit for \$613,314 in Federal District Court for damage allegedly done to their oyster beds in Barataria Bay and vicinity during the course of various mineral and other operations from 1941 to 1947. Named as defendants were the Texas Co., Humble Oil and Refining Co., Freeport Sulphur Co., Gulf Refining Co., Danziger Oil and Refining Co., the California Co. and the Lafitte Co. The plaintiffs alleged that large quantities of various fluids and substances deadly to oysters and their nourishment found their way into the waters during the course of the firms' operations.

### Change Mobile Bay Shrimping Area

The Alabama Conservation Department recently issued Regulation A-40, which became effective March 14, and repealed a ruling that made it permissible to take salt-water shrimp as far north in Mobile Bay as Cochrane Bridge. The repealed regulation conflicted with Section 160 of Title 8, which states that it shall be unlawful to catch or attempt to catch any salt-water shrimp north of a line commencing at Arlington Docks, Mobile County, and running eastwardly to the town of Daphne.

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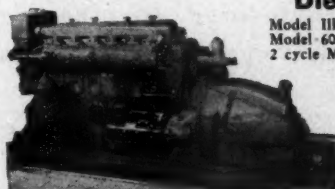
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## National Fisheries Convention

(Continued from page 24)

whereby all branches of the industry in all parts of the world can cooperate for their mutual benefit. I don't know what organizations there already are, but I suggest they might be developed and coordinated on a world scale to include all of the industry.

"Such an organization, The International Federation of Agricultural Producers, has recently been created by the farmers of the world. A similar international organization for the fisheries industry could give great assistance both to itself and to FAO. It might carry out a program for informing the public of the great nutrient value of fish. It could promote research in the manufacture and distribution of medicinal and industrial fish products. It could protect and promote the economic interests of the industry by acting as its spokesman in international meetings, of which there is a growing number concerned with economic matters. Such an organization, cooperating with FAO, could bring greater prosperity to the fish industry and assistance to FAO and all the other organizations which share the same objectives of providing food sufficient for health for all mankind, raising the standard of living of primary producers, and expanding the world market for the primary necessities of life."

### Tollefson Reports on Foreign Fleets

Congressman Thor C. Tollefson of Washington State, chairman of House Sub-Committee on Salt Water Fish and Shellfish Problems, spoke at the Congressional Luncheon.

In explaining the position of the Merchant Marine and Fisheries Committee in the forthcoming reciprocal trade agreements, he said that it has communicated with the Committee on Reciprocity Information asking that serious consideration be given the possible adverse and damaging effects to the fishing industry when drawing up the trade agreements. He further stated that their body has some influence with the State Department and that he hoped they could help the industry somewhat. He felt that it was not the intent of Congress to sacrifice our own industry in extending the trade agreements.

Speaking for Chairman Fred Bradley of the Merchant Marine and Fisheries Committee, Tollefson announced the whole story for the first time regarding the conversion of Russian vessels into fishing ships either wholly or partly with lend-lease funds. The Congressman pointed out that he was not revealing this information in a spirit of criticism for what happened in a world emergency, but rather to give the fishing industry a better understanding of the competition it faces.

"Twenty-six vessels of tonnage varying from 260 gross tons to over 10,000 gross tons were brought from Russia to our Pacific Coast shipyards and converted into modern type vessels."

There were nine cannery ships and . . . "seven refrigerated ships varying in tonnage from 1,400 gross tons to over 3,000 gross tons. Also there were two trawlers and one large whaler with three killer boats. In addition there were two sealers."

"The total amount of money from all sources expended for the conversion of these vessels we understand to be some \$21,000,000. I am sure the United States fishing industry does not want to take all of the fish in the world or be selfish, but as one of the world's principal maritime nations, it behooves us to fairly compete with other nations."

"We have information that other nations are rapidly equipping vessels and plants to share the harvest of the sea. Reports reach our Committee that a number of French vessels are now being constructed in the United States. Norway is rapidly replenishing her fleet and England, we understand, has a 25% increase in her fleet. We are assisting Japan in rebuilding her fishing industry. We have already built 16 purse-seine type vessels for China and some 21 additional ships are ready to be sent there. In Japan we are assisting these people to reestablish their fishing industry for we all know that Japan has to depend principally on the sea for her food supply. The point I'm trying to bring to you is that the American fishing industry is facing competition in many parts of the world."

### Cowles Discusses International Law

Willard B. Cowles, chairman of Section of International and Comparative Law, American Bar Assn., New York, discussed the subject, "How Can the United States Assure its Future Position in World Fisheries?"

(Continued on next page)



Mr. Cowles said, "A most fundamental question is whether one nation alone, or several by treaty, can keep the nationals of other countries from fishing in certain areas of the seas." He then discussed the Truman Proclamation of September 1945, and the similar decree issued by the President of Mexico in October 1945. The Mexican decree apparently went into immediate effect, he pointed out, as evidenced by that Country's seizure of eight American-owned fishing vessels within the past eight months.

"The Mexican seizures afford a case in point which cannot be ignored. If the validity of the Mexican seizures is admitted, Canada, for instance, by the stroke of a pen in a similar declaration, could legally seize all Boston cod fishing vessels found fishing off Canada or in the northwest Atlantic.

Though a bill was introduced in Congress to prohibit the importation of Mexican shrimp, there is no indication that either the particular owners of the trawlers, or the industry as a whole has pressed for vigorous international action.

"It is not altogether surprising, however, that the American owners of the trawlers seized by the Mexican authorities have not vigorously pressed the matter in Washington. This is understandable because, unfortunately, there is a great lack of knowledge of what constitutes a breach of international law.

"The industry needs to know what the rules of international law are which affect fishing off the coasts, especially off the coasts of foreign countries. It is not necessary that American fishermen continue to pay tribute to foreign governments.

"However much he may wish to do so, the American fisherman cannot build a great 'Wall of China' around United States fisheries. We may as well recognize that we are not going to war or resort to the use of actual military force even to keep British or Norwegian factory ships out of the North Atlantic. If offshore waters or factory waters or factory ships are to be regulated, it will be as a result of well-thought-through national and international policies. The manner in which such things will come about will be a result of ideas from the industry and from the Government, and the instruments to effectuate them will be those of diplomacy and law.

"My point is that the best way to settle these perennial disputes is to stand on our rights in every case, and use every available forum to obtain decisions on conflicting claims. Every attempt should be made to take the question of the Mexican seizure of the shrimp trawlers to the new International Court of Justice at The Hague. By standing on one's rights and raising all legal questions, the line between the conflicting international interests will emerge much faster and the indefinite aspects of the new legal situation will become clarified and solidified much sooner. If we do not assert our rights we cannot complain that our interests have been adversely affected or in effect destroyed. There will presumably be times when particular interests of a branch of the industry, or the special interests of a particular state will have to give way to the intelligent self-interest of the whole industry, or the whole country.

### Other Speeches Delivered

Miss Katherine Fisher of the Good Housekeeping Institute pointed out that during the war, with a shortage of many foods, the fisheries had the benefit of a gigantic sampling campaign the like of which the industry itself could never have conducted. In continuing on her subject, "The Boss is Back Again", she said that many people who were indifferent to fish before, came to like it. She stated that the problem now is to hold their interest in fish as a superior and delicious food and not as something to be tolerated.

Dr. George Gallup, of the American Institute of Public Opinion (the Gallup Poll) spoke at the Convention on "Consumer Attitude". He discussed the advantages of making a survey of the public's attitude toward fish and knowledge of it, and explained the results of similar polls in connection with other food industries. To show the potentialities of such a poll, he reported on a sample survey his organization conducted concerning consumer viewpoints on fish.

Other speakers included J. S. Eckman, President, Fisheries Council of Canada, whose topic was "Good Neighbors in Fishery Relations", and Dr. L. A. Sandholzer of the U. S. Fish and Wildlife Service, who discussed "Industry Progress in Sanitation".

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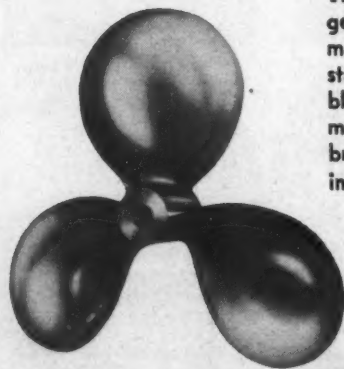
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## Texas Having Record Run of Shrimp

Texas shrimpers experienced one of the heaviest shrimp runs since 1941 or 1942 the middle of April and over 438,000 lbs. were handled at the commercial canal docks at Port Isabel during one day. Approximately 75 shrimp trawlers are working the run in the Gulf off Port Isabel.

Large quantities of shrimp also are being brought into Brownsville. Four shrimp companies, headed by Marshall V. Clark, are now located at that port. These include the Texas Shrimp Co., Inc., Grande Shrimp Co., Inc., American Seafoods, Inc., and The Brownsville Shrimp Co., Inc. The four firms operate 29 boats and employ approximately 200 persons on the boats and docks.

### New Freezing Plant in Operation

The quick-freeze plant of Texas Gulf Stream Industries, Inc., second to be established at Aransas Pass, was put into operation recently. The main building of the plant, which has a 250' frontage on Conn Brown Harbor, is 40' x 90'. The new enterprise will be served by independent shrimp boats, and also will process shrimp for local seafood dealers. The plant has a capacity for quick-freezing 10,000 lbs. of seafood daily, and has storage space for 250,000 lbs.

W. T. Eldridge III is head of the firm, while M. R. Jennings is vice-president and general manager.

### Seafood Preservation to be Studied

A grant of \$4,644 has been awarded to the College of Engineering of the University of Texas by the National Institute of Public Health, a division of the United States Public Health Service, for carrying on tests to determine the bacteriological, chemical, and physical factors affecting the sanitation and preservation of marine products. Dr. O. B. Williams, professor of bacteriology, will direct the work in that field, and will endeavor to develop rapid, positive tests for determining when fish have passed the safe eating stage. At the same time, studies will be carried on in quick-freezing processes, control of mold growth and other contamination.

Among the specific subjects to be investigated are the length of time frozen shrimp remain safe for human consumption, and what determines the process of deterioration.

### Law Restricts Shrimpers

Governor Jester recently signed a bill into law prohibiting shrimp fishing at night and limiting the size of shrimp boats to 48' and shrimp trawls to 65'.

### "Neptuna" Seized by Mexico

The shrimper *Neptuna* of Port Isabel was seized late in April by a Mexican Coast Guard patrol boat, and Capt. Wesley Moore was arrested on a charge of fishing in Mexican waters without a permit. The *Neptuna* was taken to Tampico where Mexican authorities confiscated her catch of 2,500 lbs. of red snapper.

### New Trawler for Branco Bros.

Among recent additions to the Port Isabel fleet is a 59' all-steel shrimp trawler which was built for Branco Bros. by a Port Arthur boatyard. The vessel is powered with a 175 hp. Diesel engine.

## South Carolina Licensing Bill

Several bills relative to nonresident fishing in South Carolina have been introduced in the State Legislature recently, including one which calls for a yearly tax of \$2,500 on all nonresident boats. South Carolina owned boats also would be taxed under the bill, with fees ranging from \$50 for 30' boats to \$100 for 40-footers, and \$2 for each additional foot thereafter.

It has been recommended that the bill carry provision for fining any boat owner or operator claiming South Carolina as his residence, while claiming residence in another State to the extent of \$500. Also suggested was that the South Carolina Fish Commission be given the right to refuse to license any boat owner or operator who has been convicted of violating the fishing laws of the State.



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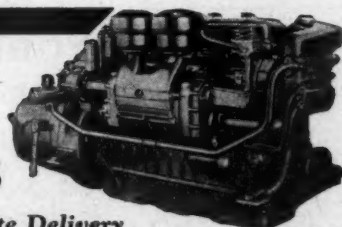
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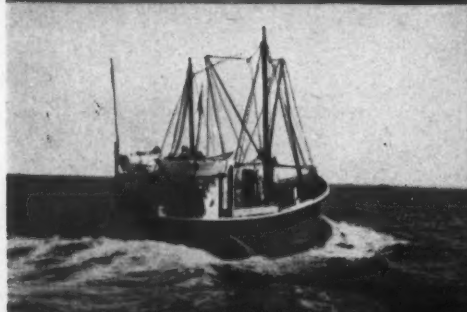
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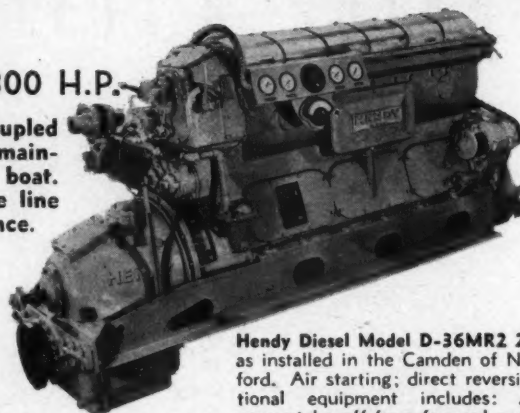
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Illustrated: the Dragger Camden of New Bedford, Mass. owned by Capt. Knut Knutsen, powered with the Hendy Diesel Model D-36MR2.



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Fig. 200. Standard Cutless Bearing

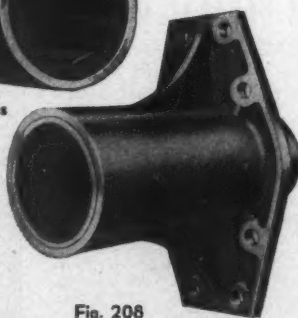


Fig. 208

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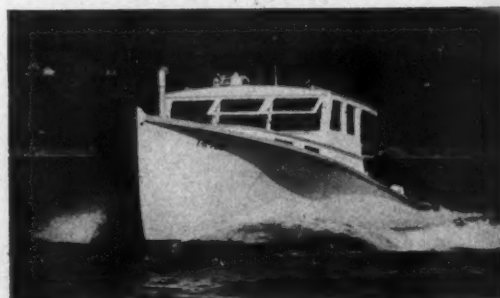
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# Fish Landings for Month of April

(Hailing fares. Figure after name indicates number of trips.)

## Portland

American Eagle (1)	2,000	Mary & Helen (3)	7,000
Carolyn & Priscilla (2)	50,000	Nora D. Sawyer (1)	1,000
Ethelina (1)	32,000	Onward (1)	3,000
Fannie H. (1)	4,500	Richard J. Nunan (2)	56,000
Francis H. (1)	11,000	St. Theresa (1)	23,000
Lawrence Scola (1)	5,000	Sebastiana C. (1)	1,000
Maria H. (2)	13,000	Serafina (1)	2,000
Marietta & Mary (1)	1,000		

## Gloucester

Agnes & Myrnie (1)	15,500	Lawrence Scola (3)	39,500
America (3)	104,000	Lera G. (3)	35,300
American Eagle (3)	111,500	Little Joe (1)	2,000
Angie & Florence (4)	102,000	Lois T. (9)	56,500
Annie (3)	8,900	Lorine III (2)	48,500
Anthony & Josephine (5)	20,300	Lucretia (2)	12,500
Ariel (1)	3,500	Magellan (1)	48,000
Austin W. (2)	64,000	Manuel P. Domingos (1)	65,000
Ave Maria (2)	83,500	Margie & Roy (2)	5,200
Babe Sears (2)	123,000	Maria Immaculata (2)	57,000
Baby Doll (2)	3,900	Maria & Winifred (1)	40,000
Barbara C. (5)	126,500	Marietta & Mary (1)	32,000
Beatrice & Rose (3)	18,300	Marsala (1)	14,000
B. Estelle Burke (2)	106,000	Mary (3)	175,800
Carlo & Vince (1)	83,500	Mary Curtis (3)	10,000
Caroline & Mary (2)	12,500	Mary E. (3)	43,000
Carolyn & Priscilla (1)	97,000	Mary M. (3)	110,800
Casco (4)	37,000	Nancy F. (5)	37,400
Catherine (6)	14,500	Naomi Bruce II (6)	15,700
Catherine Amirault (1)	24,500	No More (3)	8,000
Catherine B. (2)	79,000	North Star (3)	111,000
Chabogue (4)	18,500	Nyoda (5)	118,500
Cigar Joe (2)	46,600	Olga C. (2)	59,000
Columbia (1)	94,400	Olympia LaRosa (2)	17,000
Conquest (1)	72,000	Onward III (1)	11,000
Corinthian (1)	56,000	Paolina (1)	58,000
Curlew (3)	90,000	Philip & Grace (1)	59,000
Daisy Doll (1)	254,500	Phyllis A. (9)	34,000
Darmouth (2)	1,000	Phyllis & Mary (2)	61,700
Dolphin (2)	116,200	Pilgrim (1)	55,000
Edith & Lillian (1)	64,000	Pollyanna (2)	181,000
Edna Fae (15)	73,000	Prosperity (4)	9,500
Elmer & Jean (2)	39,000	Raymonde (2)	99,000
Eliza C. Riggs (1)	61,000	Redskin (2)	104,500
Emily Brown (2)	2,000	R. Eugene Ashley (2)	78,000
Emma Marie (1)	148,300	Richard J. Nunan (2)	73,000
Enterprise (4)	1,700	Rita B. (1)	48,000
Evelyn G. Sears (4)	12,600	Roma II (1)	200
Falcon (5)	112,500	Rosalie D. Morse (2)	153,000
Florence & Lee (2)	14,200	St. Anthony (1)	28,000
Frances R. (3)	197,000	St. Christopher (1)	80,000
Gastano S. (2)	95,000	St. Peter (3)	92,000
Gertrude E. (1)	131,000	St. Peter II (1)	52,200
Golden Eagle (1)	2,000	St. Providence (5)	19,200
Gov. Al Smith (1)	72,000	St. Victoria (2)	137,700
Hilda Garston (2)	67,000	Salvatore (2)	59,900
Holy Family (1)	162,900	Sebastiana C. (4)	108,700
Immaculate Conception (1)	61,200	Serafina II (2)	65,500
Ira Virginia (4)	19,700	Skillingee (1)	23,500
J. B. Junior (2)	13,200	Theresa M. Boudreau (1)	79,000
Jennie & Lucia (2)	56,000	Trimembral (3)	8,000
Josephine & Margaret (2)	79,800	Uncle Guy (2)	61,500
Joseph S. Mattos (1)	46,000	V-E Day (2)	165,000
Joie II (3)	50,000	Vince (7)	15,400
Julie Ann (2)	7,400	We Three (3)	19,000
Killarney (1)	179,500	Wind (1)	99,000
Lady of Good Voyage (2)	90,000		
	85,600		

## Boston

Acme (9)	13,100	Catherine Amirault (1)	76,800
Addie Mae (7)	13,800	Catherine B. (Dragger) (3)	63,300
Adventure (2)	212,000	Catherine B. (L. Trawler) (2)	4,000
Alphazoo (7)	24,900	Challenge (4)	407,800
Alvan T. Fuller (1)	60,400	Charles M. Fauci, Jr. (2)	95,500
Ana Guarino (2)	4,300	Charlotte M. (3)	30,500
Annie II (1)	900	Cigar Joe (1)	72,000
Annie & Josie (8)	16,400	Columbia (1)	86,000
Anthony & Josephine (1)	7,400	Cormorant (2)	171,200
Arlington (3)	289,800	Crest (3)	302,500
Atlantic (3)	235,200	Delaware (3)	296,800
Ave Maria (7)	16,000	Dorchester (4)	337,500
Baby Rose (1)	52,800	Drift (3)	278,100
Barbara C. Angell (3)	256,900	Eddie & Lulu M. (6)	50,700
Bay (3)	285,200	Edith & Lillian (1)	72,000
Belmont (1)	90,000	Emily Brown (1)	198,000
Benjamin C. (3)	222,000	Esther M. (2)	169,600
Betina (1)	600	Estrela (2)	12,300
Billow (1)	101,800	Ethel (4)	12,400
Bonaventure (3)	198,100	Eva M. Martin (7)	9,200
Bonnie (3)	281,100	Falcon (1)	63,800
Brester (2)	172,500	Familia (4)	34,300
Breeze (3)	261,800	Fannie H. Hickey (5)	287,000
Brookline (3)	253,900	Fearless (3)	142,800
Calm (3)	278,100	Flying Cloud (3)	304,600
Cambridge (4)	390,800	4-C-387 (4)	11,300
Carmela Maria (Dragger) (4)	60,900	4-D-256 (1)	2,100
Carmela Maria (L. Trawler) (1)	900		
Carole June (2)	113,700		

4-E-885 (4)	6,600	Ohio (2)	119,100
4-G-370 (1)	8,200	Olympia LaRosa (2)	59,600
4-G-673 (2)	5,700	Pan Trades Andros (2)	141,100
Airacress (5)	25,300	Paolina (2)	8,900
Geraldine & Phyllis (2)	94,500	Philip & Grace (1)	59,500
G. N. Soffron (3)	137,500	Pioneer (2)	13,800
Golden Eagle (1)	66,000	Plymouth (3)	255,200
Gudrun (2)	182,800	Quincy (3)	249,600
Hazel B. (2)	140,600	Red Jacket (2)	178,300
Holy Family (1)	77,300	Robert & Edwin (6)	19,400
Irma Virginia (1)	11,900	Roma (5)	16,800
J. B. Junior II (4)	23,700	Rosemarie M. (3)	237,300
Joe D'Ambrosio (1)	3,500	Rose Mary (3)	24,700
Joseph & Lucia (2)	144,800	Rosie (4)	22,500
Josephine Ess (2)	161,200	Rush (3)	262,700
Josephine F. (2)	10,700	St. Anna (4)	22,700
Josephine P. II (4)	64,900	St. George (4)	355,800
Katie D. (1)	42,800	St. Joseph (Dragger) (4)	81,200
Lark (3)	298,800	St. Joseph (L. Trawler) (4)	18,400
Leonarda (5)	11,700	St. Michael Angelo (2)	11,700
Leonard & Nancy (3)	96,500	St. Nicholas (1)	85,000
Louise (3)	61,700	St. Peter II (2)	148,000
Lucky Star (2)	184,900	St. Theresa (5)	13,800
Lynn (3)	241,500	San Calogero (5)	29,500
Mabel Mae (4)	261,900	Savio (1)	8,600
Maine (3)	291,200	Sebastiana & Figli (4)	20,900
Margaret & Marie (3)	16,200	Silver Bay (2)	180,200
Maria del Socors (2)	166,700	Six Brothers II (4)	187,000
Maria Giuseppe (3)	3,300	Squall (3)	296,800
Maria Immaculata (3)	35,900	Storm (3)	280,400
Marie & Winifred (1)	41,500	Surf (1)	90,000
Maristella (3)	228,400	Surge (3)	287,300
Marjorie (3)	43,300	Texas (2)	103,100
Marjorie Parker (2)	131,900	Theresa R. (2)	117,200
Mary & Jennie (4)	7,300	Thomas D. (3)	119,700
Mary & Joan (1)	67,000	Thomas J. Carroll (1)	239,400
Mary J. Hayes (3)	176,800	Thomas Whalen (3)	101,800
Mary M. (1)	8,500	Tide (1)	243,000
Mary Rose (3)	171,900	Triton (3)	25,000
M. C. Ballard (3)	197,000	Two Pals (5)	85,800
Michael G. (3)	21,800	V-E Day (1)	49,900
Nancy B. (3)	50,200	Venture II (1)	10,600
Neptune (2)	191,000	Victory II (1)	65,000
Newton (2)	121,100	Wave (2)	343,500
Nina B. (3)	256,600	Weymouth (4)	281,500
Norman (1)	52,000	Wm. J. O'Brien (3)	258,900
Ocean (3)	303,500	Winchester (3)	255,000
		Winthrop (3)	

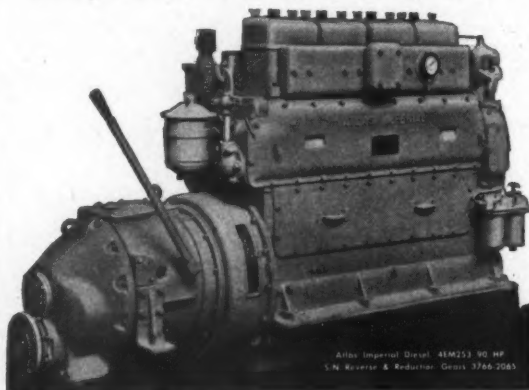
## New Bedford

Adele K. (2)	73,500	Grayling (3)	11,900
Adventure (5)	110,700	Gull (1)	3,800
Aerolite (2)	15,800	Harold Bruce (1)	8,000
Alba V. (6)	22,000	Hazel S. (1)	2,000
Alice May (5)	16,600	Heedja (3)	13,100
Aloha (3)	172,900	Helen Mae (1)	1,100
Alva (4)	15,800	Hope (4)	41,600
Angenette (3)	15,800	Hope II (1)	8,700
Anna C. Perry (4)	35,800	Invader (2)	28,900
Ann & Marie (5)	17,900	Irene & Walter (1)	5,300
Anne Silvia (4)	14,600	Ivanhoe (3)	87,200
Annie M. Jackson (2)	24,600	Jacinta (2)	98,800
Arnold (1)	4,400	Jane Lorraine (1)	8,900
Automatic (3)	9,400	Janet Elise (1)	7,500
Ave Maria (1)	5,900	J. Henry Smith (4)	18,500
Barracuda (4)	27,600	Joan & Ursula (3)	95,500
Bernice (3)	6,500	John G. Murley (1)	35,100
Bessie (3)	13,800	Johnny Boy (2)	20,000
Bozo (3)	13,100	Josephine & Mary (2)	96,200
Cape Ann (1)	6,600	Julia K. (1)	4,900
Carlansul (2)	9,000	Junojaes (2)	119,500
Carl Henry (2)	76,000	Kelbarsam (3)	26,300
Carl J. (2)	15,800	Laseghn (1)	4,200
Carol & Dennis (2)	15,600	Liberty (1)	10,000
Catherine T. (2)	120,000	Liberty II (2)	18,100
Charles E. Beckman (4)	54,900	Lt. Thomas Minor (2)	20,100
Christine & Dan (2)	16,700	Lucy M. (4)	27,600
Clara T. (2)	4,500	Madeline (4)	26,200
Clifton (4)	21,200	Maria Julia (4)	25,700
Clinton (4)	66,300	Mary Alice (1)	7,500
Clipper (2)	88,500	Mary & Joan (2)	113,500
Connecticut (4)	54,200	Mary Canas (1)	17,000
Connie F. (2)	21,200	Mary M. (1)	8,100
Danless (2)	31,600	Mildred & Myra (1)	11,500
Diana A. (2)	130,800	Minnie V. (4)	75,800
Doris (5)	17,500	Mishau (4)	14,000
Dorothy (1)	3,900	Molly & Jane (2)	36,500
Driftwood (2)	7,100	Nashawena (2)	9,400
Ebenezer (1)	5,000	Nellie (3)	23,600
Edith (4)	63,900	New Bedford (2)	96,800
Elva (3)	10,900	Noah A. (4)	10,600
Elva & Beale (3)	68,000	Noreen (1)	60,000
Emma Marie (1)	18,900	Novelty (2)	9,900
Etta K. (4)	2,300	Palmer Island (4)	13,700
Eugene & Rose (3)	68,100	Papoose (1)	5,000
Fairweather (3)	12,600	Pauline H. (3)	195,000
Fannie Parnell (1)	30,800	Penguin (3)	86,300
Fred Henry (4)	3,700	Phyllis J. (2)	6,600
Gannet (2)	19,900	Portugal (4)	36,200
Gertrude L. D. (1)	95,900	Princess (1)	9,400
Gladys & Mary (2)	12,000	Priscilla (1)	3,700
	103,600	Priscilla (Chilmark) (1)	5,200

(Continued on page 52)

## REVERSE S-N REDUCTION GEARS AND JOE'S GEARS

HEAVY DUTY Atlas Diesels & S-N Gears



Seasoned veterans for heavy service work boats and fishing fleets—Atlas Imperial Diesels and S-N Reverse and Reduction Gears—outstanding in value and performance.

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## ATLANTIC FISHERMAN

Quest (3)	17,600	Southern Cross (3)	21,400
Reneva (1)	8,000	Stanley B. Butler (3)	166,200
Rhode Island (1)	15,500	Susie O. Carver (4)	34,400
Rita (3)	27,800	Three Pals (5)	23,400
Ronald & Dorothy (2)	8,700	Tip Top (2)	13,000
Ronald & Mary Jane (2)	128,800	Trio (1)	4,800
Rose Jarvis (3)	15,600	Two Brothers (3)	29,400
Rosemarie (1)	5,800	Two Brothers (Conn.) (1)	6,100
Rosemarie V. (1)	5,600	Venture I (1)	31,300
Rosie II (3)	17,300	Victory II (2)	16,000
Russell S. (2)	11,600	Viking (3)	159,800
St. Ann (2)	49,800	Viking (Chilmark) (1)	5,500
Sandra & Jean (2)	21,500	Wamsutta (2)	89,000
Santina (1)	5,200	Wanderer (2)	6,800
Sea Fox (2)	25,700	Whaler (3)	147,100
Shirley & Roland (2)	15,300	Wild Duck (2)	123,400
S. M. Murtosa (5)	32,800	William Chesebrough (2)	17,400
Solveig J. (4)	190,000		

### Scallop Draggers (Landings in Gallons)

Abram H. (2)	2,000	Marie & Katherine (2)	1,400
Acushnet (1)	700	Martha E. Murley (1)	1,000
Agda (2)	1,700	Mary (1)	900
Alpar (3)	2,800	Mary & Julia (1)	550
Antonina (2)	1,550	Mary D'Eon (2)	2,000
Antonio (1)	800	Mary J. Landry (1)	700
Arnold (1)	50	Mary R. Mullins (2)	2,000
Barbara (2)	725	Mary Tapper (2)	2,000
Bethlehem (1)	160	Moonlight (2)	2,000
Bobby & Harvey (1)	1,000	Muriel & Russell (2)	1,000
Camden (3)	2,950	New Dawn (1)	275
Captain I (1)	900	Newfoundland (1)	83
Carol & Estelle (1)	1,000	Olive M. Williams (3)	2,800
Catherine & Mary (3)	2,600	Palestine (2)	1,400
Christina J. (2)	2,000	Pearl Harbor (3)	2,800
Dagney (2)	1,200	Pelican (3)	2,800
Endeavor (2)	200	Pilhasca (1)	150
Eunice-Lilian (2)	1,200	Porpoise (1)	1,000
Fairhaven (2)	1,100	Rainbow (2)	2,000
Flamingo (1)	1,000	Ramona (1)	900
Freddie & Matthew (1)	600	Rosalie F. (1)	1,000
Friendship (3)	2,700	St. Anthony (1)	250
Gay Head (2)	700	Sankaty Head (1)	175
Gloria F. (1)	1,000	Sea Hawk (3)	1,900
Growler (2)	1,800	Sea Ranger (2)	1,800
Helen Mae (2)	130	Seraphina (1)	110
Hilda (3)	185	Shannon (2)	1,700
Idlewild II (2)	195	Sunapee (1)	900
Janet & Jean (1)	700	The Friars (2)	1,900
Jerry & Jimmy (3)	2,900	Ursula M. Norton (2)	1,800
Liboria C. (1)	900	Venture I (1)	750
Linus S. Eldridge (3)	3,000	Viking (3)	1,400
Louis Thebaud (2)	1,700	Virginia & Joan (1)	1,000
Lubenray (2)	2,000	William J. Landry (1)	500
Malvina B. (3)	2,500	Winifred M. (2)	120
Maridor (3)	2,700		

### New York

Amelia (1)	64,500	Manuel P. Domingos (1)	37,400
Beatrice & Ida (1)	28,500	Mary & Joseph (1)	60,000
Black (1)	18,000	Mary Anne (1)	45,000
Connie F. (1)	17,000	Norseman (2)	38,100
Doris Gertrude (2)	55,500	Olivia Brown (1)	13,200
Edith L. Boudreau (3)	94,600	Puritan (2)	44,400
Felicia (3)	185,000	Rosalie F. (1)	21,700
Florence B. (1)	7,000	Santa Maria (1)	60,000
Gud Kay (3)	26,100	S #31 (3)	48,000
John G. Murley (1)	63,000	Theresa & Jean (3)	198,500
Katie D. (2)	111,000	Theresa M. Boudreau (1)	33,000
Magellan (1)	32,600	Virginia (1)	50,000

### Scallop Draggers (Landings in Gallons)

Antonina (1)	320	Peerless (1)	400
Mary (1)	1,000	Whaling City (2)	1,400

### Prevention of Decay

(Continued from page 20)

chafing deck is not caulked but it should be bedded thoroughly, irrespective of expense.

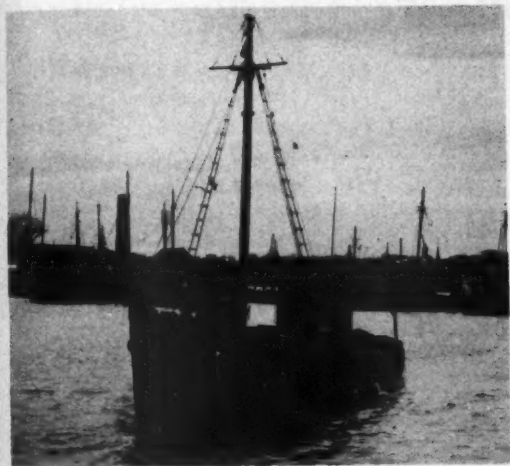
I recently read of a wooden, passenger steamboat that had an exceptionally long life span. This, it was claimed, was due to the fact that her master frequently had taken up on the nuts of all bolts in clamps, stringers, and shelves. This may seem odd to the reader, but by taking up these nuts he prevented the vessel from working excessively and thereby opening deck and topside seams. Therefore, fresh water seepage and the resultant decay were forestalled. The example set by this master well can be followed by all of us. Such precaution will lengthen a vessel's life by many years and should be given careful consideration.

Some owners do not use too much paint because of the fear of building up a thick coating that will crack. Therefore, the usual result is that they do not even half give the surface a protective coating. We have seen some big repair bills go out because of this lack of sufficient paint.

The use of hatch and manhole gratings is highly desirable. I believe in the lavish use of these so that hatches can be left open wherever possible in good weather. Hatch gratings are seldom used these days but were very common in old sailing ship days. The practice is sound and should be followed extensively in fishing vessels. The expense is very small and the gratings do not have to be necessarily of an elaborate type.



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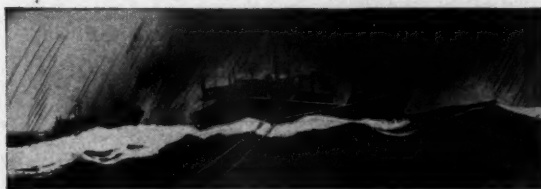
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Bethanized rope means longer life because the bethanizing process applies a protective, uniform coating of zinc without robbing the wire of its maximum strength and toughness.

Besides, the bethanized coating of pure zinc will not flake, peel, or crack even after repeated bending. Thus there are no tiny chinks in which salt-water corrosion can get started.

**when you think WIRE ROPE**

**... think BETHLEHEM**

**OBERDORFER** has recently purchased the **Bremer design patents for diesel and gasoline marine Engine temperature controls (automatically positive) and Regulators.** Soon our long-established and world-wide **Distributor organization** will have this device in stock. Our experimentation has been exhaustively complete. The **Results** obtained extol the merits of the inventor so **Forcefully**, we unreservedly endorse its excellence, as we **Enter production**, by staking our most valued asset, the **Reputation of the name of Oberdorfer.**

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**AERIAL PRODUCTS, INC. MERRICK L. F. N. Y.**



# Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

## New Fisher Radio Combination

Fisher Research Laboratory, Inc., Palo Alto, Calif., pioneer manufacturers of marine radio transmitters, direction finders and communications receivers, has introduced its newest model combination—the Radio Pilot direction finder and The Mate transmitter. This combination, widely used by commercial fishermen, performs three functions: navigational aid, medium powered transmission for ship-to-ship and ship-to-shore radiotelephone, and communications reception.

The Radio Pilot is 13" x 13" x 28½" high, including loop. It is easy to operate, either as a direction finder or communications receiver. A three band selector switch affords reception on beacon band, broadcast band, and the marine band. A four position sense switch gives the operator balance, for sharpening null; loop, for taking bearings; receiver, for converting it to a communications receiver; and sense, for determining direction of incoming signal. A built-in 5¼" Alnico permanent magnet speaker, phone jack for head phones or remote speaker, volume control in combination with on and off switch, and break-in circuit to facilitate its use with a Fisherfone transmitter are features of the Radio Pilot.

The Mate is a 40 watt transmitter with five pre-tuned crystal-controlled channels, illuminated channel indicator, and a frequency coverage of 1600 to 9000 kc. for ship-to-ship and ship-to-shore communication. Press-to-talk handset comes mounted on left side of unit unless otherwise requested. 13" long x 13" deep x 10" high, the Mate can be mounted side by side with the Radio Pilot or stacked as illustrated.

All Fisher Marine Radio equipment is constructed of heavy gauge metal, and is shock-proof mounted, while all parts are weatherized. Cases are blue-gray wrinkle enamel finish with blending control panels in silver and gray. Both operate from 6, 12, 32, or 110 volt DC or 110 AC power source.

## Delaware Bay Producing Hoists

Delaware Bay Shipbuilding Co., Inc. of Leesburg, N. J. now is manufacturing hoists and winders for use on oyster, crab and fishing boats. The new models cover a wide range of sizes in both single and double drum hoists and the smaller units can be furnished with or without a gasoline engine or electric motor drive. Brakes also are optional. Larger units are com-



Fisher radio combination.

pact and easily attached to the main propulsion engine. Friction on all models is the cone type, employing maple wood and cast iron.

The line includes Model C5, a single drum unit with overall dimensions of 35" x 19½" x 17" weighing 225 lbs. Model C is a double drum hoist measuring 33½" x 33½" x 17½" and weighing 400 lbs. Model B, an athwartship, double drum design, is 92½" x 25¾" x 26" and weighs 1500 lbs.

## Kirsten Making Heavy Duty Pilot

Deliveries are now being made of the Model 55 Kirsten Photo-Electric Pilot, engineered for boats up to 100'. It is a companion product to the Model 45, produced for automatically steering craft up to 50'. Both products are manufactured by the Marine Division of Kirsten Pipe Co., Seattle, Wash.

With a powerful motor, and a heavy duty motor reversing relay unit, Model 55 is built for rugged service and the continuous operation often called for on commercial fishing boats.

The latest electronic improvements have been incorporated in the design, with one of the leading features being a contactor assembly unit which requires a minimum amount of servicing and a maximum of accessibility. The control panel is mounted inside a drip proof housing and the panel itself is hinge-mounted. With the removal of one screw it can be swung out, and is accessible from either the rear or the front for servicing.

## General Motors Hydraulic Gear

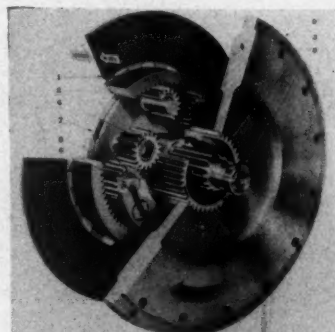
General Motors Series 71 marine Diesel engines now are equipped with new hydraulically actuated reverse and reduction gears entirely engineered and produced by General Motors Corp., Detroit Diesel Engine Division, 13400 West Outer Drive, Detroit 23, Mich. and described in a new 8 page booklet. The engine flywheel is employed as a component part of the gear mechanism, enabling the Corporation to offer a matched marine engine and hydraulic gear combination as an integrated unit of one manufacture.

With the combined flywheel and forward shifting mechanism occupying approximately the same space as the conventional flywheel, savings in weight up to 40% and in size up to 50% have been accomplished. Only a light finger pressure of 7½ lbs. is required to move the four-inch shifting lever from the forward to reverse position.

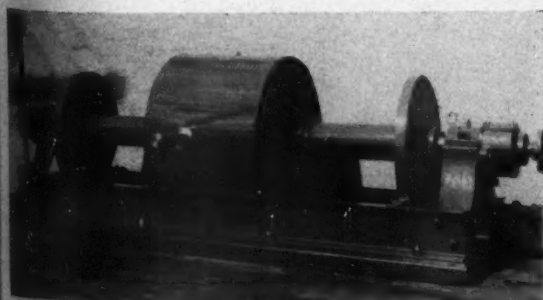
The Series 71 Diesels are available with the new gear in 3, 4, and 6 cylinder units, or as Twin-6 and Quad-6 multiple engine combinations rated up to 800 hp. Either right or left-hand rotation is offered with all models.

Direct drive gears are made up of three functional units: (1) A control valve actuated by a small lever which regulates the flow of oil into the gear box. (2) A flywheel assembly made up of a clutch disc, splined to the drive shaft and positioned between a forward reaction plate and piston plate. This constitutes the entire forward driving mechanism. (3) A reverse gear aft of the forward drive and consisting of a ring of planetary gears for accomplishing reverse rotation together with a stationary reaction plate and second clutch which engages the planetary system.

In operation, the reduction gear type functions in essentially the same manner, except that in the direct drive unit oil is supplied from the engine oil pan whereas with reduction gears



New General Motors gear.



Delaware Bay Shipbuilding Company's new Model B hoist.



# UNITED STATES RUBBER COMPANY

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U. S. SQUAM HAT

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**U. S. SKIPPER SUIT.** Rubber base coating is bound into the fabric, plus an outer coating. Extra heavy fabric lining; storm fly front.

**U. S. TRAWLER BOOTS,** three quarter or thigh height with non-skid "Cleatred" soles and shock-proof insoles. Wide skirt.

**U. S. SQUAM HAT.** Reinforced brim.

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U. S. INDUSTRIAL RAYSTERS

the oil supply is carried in the reduction gear housing. Oil is admitted to the gear box through three grooved passages, one for forward speed, one for reverse speed, and one for lubrication of those parts not subject to splash lubrication.

With the control valve lever in the forward position, oil under pressure is admitted behind the forward piston plate, moving the plate so as to grip the clutch disc between itself and the reaction plate, thus causing the clutch and the drive shaft to turn in a clockwise rotation with the engine.

When the control lever is moved back through neutral into the reverse position, oil is directed against a second piston plate which locks the reverse clutch disc against the stationary reaction plate. Since the outer ring of the planetary system is splined to the clutch plate, it too is locked in a stationary position when the clutch is engaged. The planet gears are bearing mounted on a carrier which in turn meshes with the drive shaft. The sun, or center gear, of the planetary train turns in a clockwise rotation with the engine so that when the outer ring gear is held tight, planet gears are free to "walk around" rotating the carrier and the drive shaft in the opposite direction.

In neutral position, the control valve cuts off the flow of oil under pressure to the piston plates so that both clutches are allowed to run free.

## Cummins Appoints Eastern Manager

Appointment of Walter N. Westland as eastern regional manager has been announced by L. W. Beck, general sales manager of Cummins Engine Co., Inc., Columbus, Ind.

Westland has been general sales manager of Marion Power Shovel Co., Marion, O., for the last three years, prior to which, he served as New England district manager for that Company. In his new position with Cummins, his headquarters is at 6303 Chrysler Building, New York City, and his territory includes New York, New Jersey, Pennsylvania, Maryland and the five New England States.

Beck also has announced the appointment of Carmen Tenuta, former service manager of Cummins Diesel Sales Corp. of Illinois, Chicago, as regional service representative in the Company's eastern region.

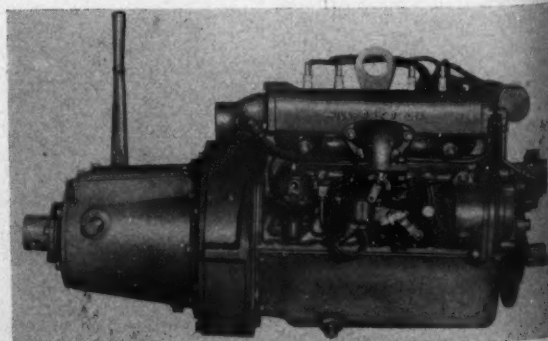


Walter N. Westland

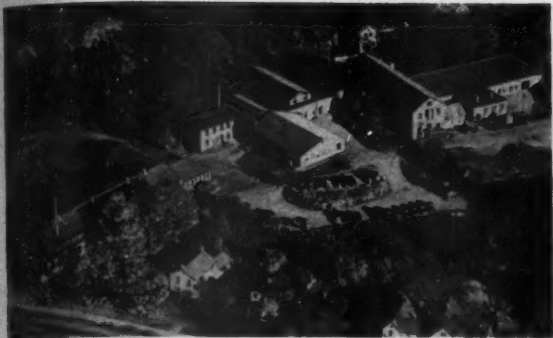
## New Small Osco Marine Engine

Osco Motors Corp., Orleans St. and Frankford Ave., Philadelphia 34, Penna., has announced its Sea Atom to the inboard engine industry. This light weight, 65 cu. in., 25 hp. marine engine is completely lacking belt-driven auxiliaries, yet is equipped with tachometer drive, high mounted starter motor, positive gear driven water pump and generator.

The basic engine is a 4-cylinder Hercules, with full pressure lubrication. Cooling water is preheated through special manifolds and reduction and reverse gears are optional. Installation prints are furnished upon request.



25 hp. Osco Sea Atom marine engine.



Enlarged plant of Bill DeWitt Baits, Auburn, N. Y.

### DeWitt Triples Hook Production

W. J. DeWitt, President of Bill DeWitt Baits, Auburn, N. Y., has announced completion of a new addition to his Company's factory which more than triples the productive capacity of the commercial fish hook department.

Installation of new automatic machines is chiefly responsible for the great increase in the capacity of this division. According to Mr. DeWitt, this new equipment, coupled with a more streamlined plant layout and a general easing of the materials situation, should permit the Company to make great strides in reducing the present backlog of orders.

### Soundview Marine Portable Radio

The Sea Mate, a specially designed marine radio receiver, is now in full production and available to fishermen, according to the manufacturer, Soundview Marine Co., Inc., 267 City Island Ave., City Island, N. Y. Self-contained in a cadmium plated, zinc-chromated steel cabinet of crackle finish, the radio is entirely battery-operated, and requires no installation or outside power supply. The radio receives ship-to-ship and ship-to-shore calls, Coast Guard weather reports, time signals, foreign reception on the 49 meter band and standard broadcasts.



Sea Mate portable radio.

The Sea Mate features low battery drain, employing five of the latest lock-in tubes. The equivalent of seven tube performance is obtained on each band. All coils are moisture-proofed, and all parts are non-corrosive. In addition, the Sea Mate is non-directional, using a telescopic vertical antenna, extendable to 35". A receptacle is provided for external antenna and ground, should these be desired.

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### Twin Disc Magazine Available

The latest edition of Production Road, magazine of Twin Disc Clutch Co., Racine, Wis., is called the Manufacturer's Issue and is now available on request. It is a comprehensive yet compact pictorial exposition of the multitude of uses modern American industry makes of powered machinery. Fishing is included as one of the major classifications into which the issue is divided.

The 52-page publication contains 153 illustrations and application data showing machines and engines which incorporate the use of Twin Disc units. A total of 360 manufacturers are listed who install as standard or optional equipment Twin Disc products, including clutches, power take-offs, reduction gears, marine gears and multiple engine hydraulic drives, hydraulic couplings and power take-offs.

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**MONEL\* fastenings**



**SURE... because Monel doesn't rust**



You get full original strength from a Monel fastening at all times. And, you can be sure that Monel fastenings will never stain topsides or brightwork with rust streaks.

**SURE... because Monel resists corrosion**



Did you ever see a corroded Monel fastening? Of course not! Monel withstands the attack of both salt air and salt water. You can always undo Monel screws and bolts easily... they never "freeze" in position. And, they never suffer galvanic corrosion when coupled with brass or bronze.

**SURE... because Monel doesn't dezincify**



Monel contains no element which will be dissolved by salt water and leave a crumbly low-strength metal.

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**Monel doesn't rot your wood**



When ordinary fastenings rust or corrode, what happens? Water seeps in, corrodes the fastening and rots the surrounding wood. You'll never find rotted wood around a Monel nail or screw.



**SURE... because**

**Monel is strong, tough and hard**



Monel is even *stronger* and *tougher* than structural steel. Monel fastenings can take plenty of extra stress. And, *hard* Monel nuts keep their sharp corners under a tight wrench; slotted screw heads keep their slots under the screwdriver.

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Whatever you need in fastenings, you can get in Monel. All types of nails, screws, bolts, rivets, cotter pins, tacks, washers, escutcheon pins, etc., are available in longer-lasting Monel. If you want fastenings that last, think of Monel fastenings first!

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PROPELLERS AND FITTINGS  
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Fishing Boats

Make sure of best  
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SUPERIOR HEAVY DUTY DIESELS

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## Blackwood Heads Southworth Marine

Ray H. Houghton, vice president of the Southworth Machine Co., Portland, Me., has announced the appointment of Robert S. Blackwood to the position of Manager of Southworth's Marine Division. Already well-known throughout marine circles as Sales Engineer for Southworth's Marine Division, Blackwood assumes the position of Manager with a thorough knowledge of the problems of Maine boat owners.



Robert S. Blackwood

After graduating from North Carolina State in the class of 1938 with a B.S. degree in Engineering, Blackwood was employed as Maintenance Engineer with Duke Power Co., Charlotte, N. C. In 1941 he entered the armed forces and served in the 6th Armored Division of the 3rd Army under General Patton, and held the rank of major. He came to Southworth after his discharge in 1945.

## Madison Polaris Direction Finder

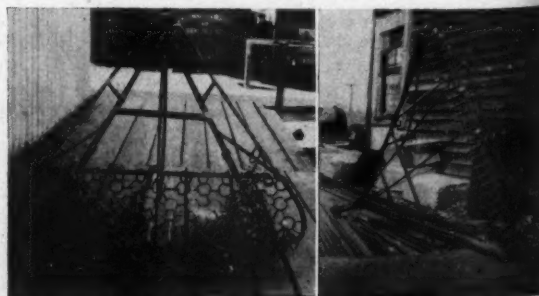
Madison Engineering Co., 14 Pearl St., New York 4, N. Y., has introduced their Polaris radio direction finder. The Polaris was designed and developed by J. Bernstein, an electrical engineer whose background of 21 years in radio design and development includes such experiences as: Engineer-in-Charge, Marine Radiotelephone Division of Hudson-American Corp.; Assistant Chief Engineer, Jefferson-Travis Radio Manufacturing Corp.; and Chief Engineer, Marinephone, Inc.

The Polaris has a chromed-copper loop and special cabinet finish that make the instrument rugged enough to withstand rough treatment. Non-ferrous metals are used for the cabinet, loop, chassis, and internal materials to minimize affects on the boat's magnetic compass. The frequency range, from 200 to 400 kc. covers the marine and aircraft beacon stations. Bearings have been obtained for distances up to 200 miles.

Each instrument is individually calibrated and the calibration is available on a card mounted on the front panel in a chrome finished card case bracket protected from weather by a transparent plastic. Also on this card, space is provided for a log so that once a beacon has been heard its dial setting may be permanently recorded for quick reference use. The unit uses a superheterodyne circuit with two I.F. stages assuring ample sensitivity. Operating batteries are enclosed in the cabinet therefore requiring no installation. The Polaris is ready for use immediately upon receipt.

## Fagan Making Improved Dredges

Fagan Construction Co., Bivalve, New Jersey, is now manufacturing an improved type of all-electric-welded steel frame oyster dredge. A feature of the new model is the use of electric welded teeth with supporting braces from the back bar to the teeth. The points of the teeth have a hard surface to assure long wear. The jumper is welded onto the bottom frames. The dredges are available with any size bar or frame. The firm, which carries complete stocks of hooks and rings, is operated by Boyd Fagan, who has had 20 years experience in serving the fishing industry.



Old and new types of Fagan oyster dredges.

# MORE SPEED with the new E.B.Co STEEL TRAWLERS



## More Comfort, Safety, Capacity and Efficiency

Powered by a 400 h. p. Diesel engine, the new 95-ft. E.B.Co welded steel trawlers attain top speeds of more than 10 knots.

All-welded construction makes their hulls extra strong and rugged. Living quarters are modern, comfortable, with plenty of air, light and headroom. Radio direction finder, radio telephone, fathometer and advanced auxiliary machinery contribute to greater safety and efficiency. Cork insulated, wood sheathed holds accommodate 180,000 to 200,000 pounds of fish. And the expert design, skilled construction and efficient power plants of these splendid trawlers achieve a new high in operating dependability and maintenance economy.

Write today for full information on the new E. B. Co steel trawlers.

BY THE WORLD'S LARGEST  
BUILDERS OF SUBMARINES

**ELECTRIC BOAT COMPANY—Groton, Connecticut**

## PROTECT

NETS, ROPES, CANVAS and WOOD  
FROM ROT

with **CUPROLIGNUM**

### THE POSITIVE PRESERVATIVE

One gallon of standard green and  
one gallon of kerosene make a  
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*Dependable Service*  
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**PFLUEGER SHARK  
HOOKS**

Sharp points and barbs; especially  
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Ask your supplier.

THE ENTERPRISE MFG. CO., AKRON 9, OHIO  
*Life-Time Experience Making Fishing Tackle*



**PFLUEGER TACKLE** A GREAT NAME IN

(PRONOUNCED "FLEW-GER")



**Transmitter and Receiver Model TCS**

Up To Highest Navy Standards . . Down To Lowest Prices

**7 Tube****20 Watt Minimum****40 Watt Maximum****Transmitter****7 Tube****Superheterodyne****Receiver****Audio Output - 1 Watt****Less Than 5% Distortion**

Installed complete with WHIP ANTENNA AND EIGHT CRYSTALS, less ground plate, anywhere on the Atlantic or Gulf Coasts.

Total Price ..... **\$371.25**

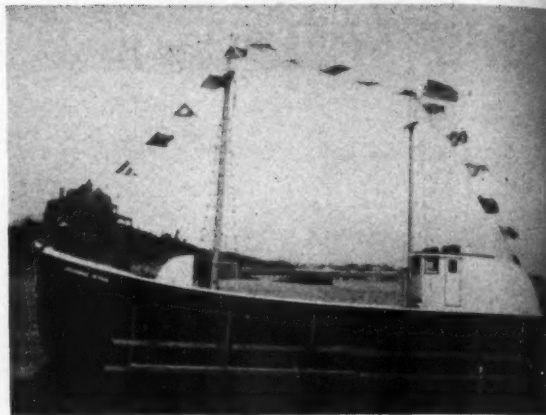
Original Cost \$1450.00

**SUPERIOR RADIO CO.**

Telephone Worth 2-7680

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NEW YORK, N. Y.

BUILT BY COLLINS



"Johnnie Ryan" built by Wharton Shipyard, Jamestown, R. I.

**FISHING EQUIPMENT**for all sizes of  
**Dragners and Trawlers****Grimsby  
Fittings and  
Cod Ends****Wall and  
Plymouth  
Ropes and  
Twines****Westerbeke  
Trawl Nets  
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Complete Line of Marine Hardware

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**90 TO 165 HP**  
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MORE  
PROFIT**

**MURPHY  
DIESEL**

**MURPHY DIESEL COMPANY**  
 MILWAUKEE 14, WISCONSIN

**New 57' Dragger "Johnnie Ryan" Joins Rhode Island Fleet**

The 57' x 15'6" x 7' dragger *Johnnie Ryan* built by Wharton Ship Yard of Jamestown, Rhode Island, was recently delivered to her owner Edward C. "Bud" Browning of Wakefield and will fish out of Point Judith. From designs of Albert E. Condon, the vessel is similar to the *Christine & Dan* but of heavier construction and with an added after house containing a toilet.

The new dragger has 3" x 3 1/2" double bent oak frames, 2" yellow pine planking below the waterline and fir above, 10" oak keel, 1 1/4" fir ceiling and 2" fir decking. Ice and gallow frames sheathing is 3/4" oak, and the vessel has water-tight bulkheads fore and aft of the fish hold which has a capacity of 50,000 lbs.

The wheel house is sheathed with 5/8" plywood on the outside and 3/8" on the inside and is insulated with Fiberglas. Pettit paints were used throughout the vessel.

Four bunks are provided in the fo'c's'le and 2 in the after cabin. Water is carried in a 150 gal. Monel tank under the fo'c's'le floor and there are 2 fuel tanks in the engine room with a total capacity of 1200 gals.

The *Johnnie Ryan* is powered with a D13000, 115 hp. 900 rpm. Caterpillar Diesel with 2:1 Twin Disc reduction gear sold by Perkins-Eaton Machinery Co., Boston. The engine swings a 44 x 32 propeller giving a speed of 9 mph., and has front power take-off for the winch and a separate 2 cylinder, 24 hp. gasoline starting unit.

Hathaway Machinery Co. furnished a 23/4" Monel propeller shaft, stern bearing, stuffing boxes and rudder fittings, as well as the steering gear, a 1335-40 Hathaway winch and gallows frames on both sides. A Bendix depth recorder was supplied by Aero-Marine Laboratory of Stonington, Conn.

Wharton is now building a duplicate of the *Johnnie Ryan* for Capt. Jack Westcott of Point Judith, which will have a General Motors Diesel.

**North Carolina Shrimp Hauls Show Improvement**

Shrimp trawlers operating out of Southport have been handicapped by several weeks of unfavorable weather, but were making better catches early in April. Boatmen reported that they planned to keep shrimping with the expectation of an increase in production as the weather becomes more settled.

One of the first bluefish brought in this season was landed on April 18 by Ottis Purifoy's crew of Morehead City. The fish was caught in a haul net in the waters of Bogue Sound near Atlantic Beach Bridge.

Commercial fishing boats from Wanchese and Manteo made sizable hauls of rockfish and other species in Roanoke Sound the latter part of April. A total of 4,000 lbs. of rock, shark,

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For All Types of Marine Electronic Gear

BENDIX Depth Recorders, KAAR Direction  
Finders and Telephones Carried in Stock

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AERO-MARINE RADIO LABORATORY

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speckled trout, mullet, spots and bluefish were brought in at one fish house on April 28.

### Crab Season Poor

The North Carolina crab season has been poor this year due in part to the large amount of rainfall. There is a high death rate among crabs after they are put in the pounds or floats. Wholesalers are now paying 4 to 5c each for peelers, while soft crabs are bringing from 90c to \$1.40 per dozen. Prices are fair for normal times, but below those obtained during the War years.

Approximately 30,000 dozen crabs are shipped out of Carteret County each season, with about 10,500 dozen of these coming from Morehead City.

### Planting Oyster Shells Along Coast

For the first time since 1933 oyster shells are being planted along the North Carolina coast, under the direction of Capt. John Nelson, Commercial Fisheries Commissioner. Sixty thousand bushels will be sown broadcast in the waters of Hyde and Pamlico Counties at a cost of approximately \$11,700.

### Submerged Obstructions Re-marked

Twenty-five buoys, to replace those lost or destroyed, recently were placed over submerged wrecks and other obstructions on the Southport shrimp trawling grounds.

### The Sounding-Lead

(Continued from page 9)

other Latin American countries are among those which have requested more salted fish than they are getting. Currency exchange difficulties are hampering efforts to determine how much salted fish can be shipped to various European countries, such as Greece and Italy.

**FRENCH EXPANSION**—The French Government has voted an amount equivalent to about \$5,000,000 to set up an extensive fresh fish industry on St. Pierre Island this year. The old cold storage plant at St. Pierre is being remodeled and will be equipped with the latest in quick freezing apparatus. Seven new modern fast Diesel driven trawlers are under construction at American shipbuilding yards and soon will be delivered to the Government at St. Pierre. These trawlers will operate on the Grand Banks and make weekly trips between the fishing grounds and the fish plant, with the fish being exported in refrigeration ships to France.

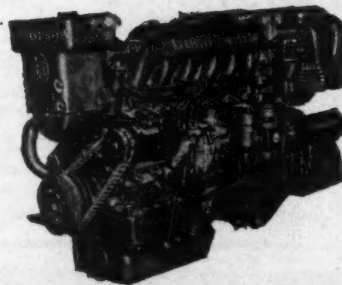
**NEVILLE TRANSFERS**—William C. Neville, aquatic biologist in charge of Middle Atlantic fisheries investigations for the Fish & Wildlife Service, expected to leave about May 1 for Japan to become the assistant chief of the Fishery Division, Natural Resources Branch of the Supreme Command of the occupation forces. Mr. Neville will assist William C. Herrington, who transferred a few months ago from F&WS to the War Department.

Dr. Lionel A. Walford, formerly assistant chief of the Division of Information of F&WS, probably will take over the combined sections of Northern and Middle Atlantic fisheries.

## MARINE GASOLINE DIESEL ENGINES

### HERCULES KERMATH Marine Diesel ENGINES

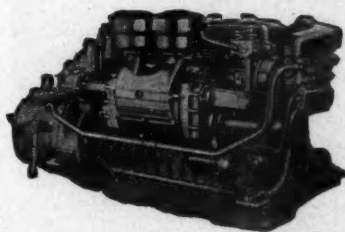
- TYPE—DWXDS
- CYLINDERS—6
- R.P.M.—2600
- REDUCT.—2:1
- H.P.—150
- CYCLE—4
- BORE—4 1/4
- STROKE—4 3/4



### GENERAL MOTORS MARINE DIESEL ENGINES

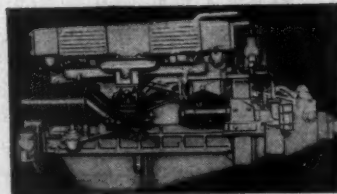
- MODEL 6-71
- 165 to 225 H.P.
- 1800 R.P.M.
- TWO CYCLE

Fresh Water Cooled  
12 Volt Generator and Starter  
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### NEW CHRYSLER-ROYAL MARINE ENGINES

8 Cylinder Complete with Panels and Batteries, Straight Drive, Forward and Reverse, 3 1/2" Bore, 4 7/8" Stroke



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Benjamin's for Motors

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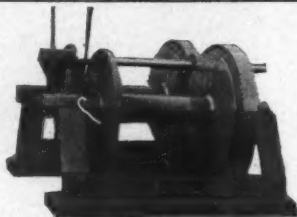
## HOISTS — WINDERS

This Model C designed for small oystermen and fishing boats where space and weight are limited.

Gasoline engine, electric motor, brakes: all optional.

Larger and smaller sizes available.

Write for bulletins



MODEL C

MANUFACTURED BY

**Delaware Bay Shipbuilding Co., Inc.**  
Leesburg New Jersey

## THE KELVIN-WHITE



*Spherical*  
**COMPASS**

The best compass for any boat.

Sail or Motor

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Flukes close together so stock can prevent rotation. The stronger the pull the deeper the Danforth digs. Breaks out easily on vertical pull.

Write for reprint  
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**B**

## Vineyard's Outlook Appears Promising

By J. C. Allen

We are not a fisherman, but in our day we were, and we followed the fish from the mackerel netting in Spring until the fleet fitted for hand-lining on Georges in the late Fall. Thus we feel, as we mope on the pierheads today, that our instincts react after the manner of sea-skimmers, even though it has been a damned sight longer than we care to confess since we helped to take out a catch. And thinking of all this, and trying to analyze our feelings and reactions as May hauls up on the skyline, it is awfully hard for us to take a pessimistic attitude concerning the Vineyard's fisheries or those of New England.

### Haddock and Flounder Supply Improves

The doings in these latitudes for the past month have not been spectacular. Yellowtails have been shy, plenty shy, but flounders have picked up. Haddock fishing also has improved on several of the bearings, and we noted that the run of haddock consisted of very large fish. They were apparently the big breeding fish, and it was just as conclusive that they had spawned. There is hope for a species when the breeding fish run as numerous as this, and we are not ready to consider the thought of extinction as yet. This is not to say that perhaps all hands should let up on 'em, if a way can be found to do it.

The cod have worked inshore, just as they used to do 50 years ago, and the small draggers have been finding them, in small numbers, chock in to the edges of the potato patches.

But the thing that makes us feel most encouraged is the writing which we see on the wall, and especially when we know that others have seen it. On April 19th, fishing in ten fathoms, we saw bait breaking, plenty of it. We never have seen bait breaking this early before. Perhaps it can be explained, but we can't do it. Bait doesn't break unless it is after something or something is after it. We didn't see either one, but we saw the bait.

### Many Line Trawlers Operating

Another thing that cheers us is the report from Cape Cod, just to the norrad of us, where 80 line trawlers are operating right now. That is the largest number of line trawlers of any size to fish these waters in generations. They use a couple of tons of bait at a set, for crapes sake, and they are getting fish.

Now it isn't the way it used to be, with 200-ton schooners and nests of dories on deck. These lads are fishing out of 40' lobster launches, hauling the gear and shooting it right from the launch. The meat of this whole proposition, as we see it, is that they can sell their fish for 4c a pound and make money. When we see cod taken from the big draggers and selling for 4 to 6c, we know darned well that somebody's baby is not going to get new shoes. But boat fishing? That is different. And line trawling, any kind of line trawling, that's different, too.

We have seen the surface fish come in, thicker and thicker, for three seasons. This season should, by all the rules of theory, be bigger than either of the past three. But as in other years, the gang has got to do some adjusting to meet the change in nature if they are going to draw dividends.

### Lobster Takes About Average

Lobstering started about on schedule, with the results running approximately average for the time of year. There are some lobsters crawling, and have been, for nearly a month, as we log this notation. And here's another thing that seems unusual: the first of the catch included some shedders. We have checked with men much older than we are, who say they never have known this to happen before. It looks as if the lobsters crawled all Winter, and it further looks as if they found feed all the time. The bait which we mentioned is another indication that some kind of feed remained all through the cold weather. We don't know, but none of this looks bad.

### Peakes Sells Traps

Harry L. Peakes, Vineyard Haven, has sold his fish traps and other gear to Harry E. Handy of Woods Hole. Mr. Peakes has been setting his gear in Buzzards Bay for the past 30 years.

## New Brunswick Canning Industry Expanding

By C. A. Dixon

The sardine canning industry of Southern New Brunswick is developing rapidly, and a widened market for sardines is being provided by the establishment of new factories. Whereas only one sardine cannery was in operation in the entire province of New Brunswick a few years ago, sardines are now being canned at Buctouche, Shediac, Grand Manan, Campobello-West Isles, West Charlotte and East Charlotte.

B. H. Wilson Fisheries, Canada, Ltd., a subsidiary of B. H. Wilson Fisheries of Eastport, Me., is establishing a large sardine factory at North Head, Grand Manan, N. B. The plant has 20,000 square feet of floor space, and is said to be one of the largest and most modern sardine factories on the Atlantic coast.

Installation of equipment is now underway, and operations are expected to start soon. The factory will provide year-round employment for 100 people at the start of operations, and will produce the well known Wilson brands of sardines. Vance Huntley and Frank Beale, both of Grand Manan, will manage the new plant.

Another sardine cannery is to be established at Deer Island, making a total of three at that point. Rupert Richardson, prominent weir owner, and others associated with him, plan to erect a plant at Richardson. A large wharf has been built, and it is expected that work on the cannery will be well underway by Summer. The other sardine factories at Deer Island are H. W. Welch, Ltd. and R. H. Eaton Canning Co., of Fairhaven and Leonardville, respectively.

### Sardine Herring Catch Shows Increase

The sardine herring catch in Southern New Brunswick for the month of March showed a big increase in both volume and value, as compared to March, 1946. A total of 5,575 hogsheds of sardine herring, with a landed value of \$64,442, were brought in during the month, as compared to 588 hogsheds, valued at \$9,714, during the same month of last year.

Of a total of 2,800 hogsheds of sardine herring which were exported to Maine, 1,558 hogsheds, valued at \$23,370, were condemned because they did not measure up to the standards of quality set by the American inspectors at Eastport, Lubec and other points in the State.

The Charlotte County clam take for March amounted to 3,144 cwts., with a landed value of \$5,923, and showed a gain of 318 cwts. over the March, 1946 yield, and an increase of \$1,564 in landed value.

The catch of all kinds of fish showed an increase of 49,810 cwts. in volume and \$47,553 in value, as compared to March, 1946 landings.

### Weirs Being Made Ready

The rebuilding of sardine herring weirs and construction of new ones in Charlotte County, N. B. was in full swing during April, although cold weather made progress slower than it otherwise would have been. Sardine herring, which have been confined to the mainland shore of Charlotte County for some time, had not struck at Deer Island, Campobello or in the St. Andrews Bay area by the end of April.

However, the Canadian canneries have been doing well, and good supplies of fish have been made available to them. The closing down of the Maine canneries has deprived fishermen of a valuable market, but it is hoped that with the arrival of a new school of fish there will be a general resumption of business in Eastport, Lubec, Robbinston and Pembroke, Me., the chief sources of market for sardine herring caught in Southern New Brunswick.

### Expect Satisfactory Lobster Season

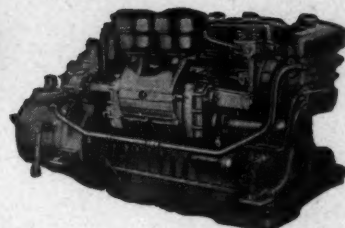
Preparations for the lobster season have been made in Charlotte County, and fishermen predict that with good weather landings should be satisfactory. In some localities more gear will be set this Spring than heretofore, as men normally engaged in other branches of fishing and boating will change to lobstering.



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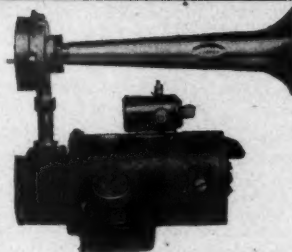
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\*Cummins Engine Co., Columbus, Ind.  
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\*Kear Engineering Co., 611-619 Emerson St., Palo Alto, Calif.

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### Great Swallower

The "great swallower", a fish that is only nine inches long, has an extra stomach to take care of food greater than the capacity of its normal stomach, scientists say.

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### Catches Monk Fish

Noank, Conn. fishermen, Capt. Albert Banks and Mate Amos Banks of the *Spark*, recently caught a monk fish, weighing 32 lbs., and shaped like a house. Its color was blue on the stomach, gray on the back with a black ring under the left eye, and a yellow tail with a blue spot. It stood three feet high, with four fins on one side.

A Monk fish does not live very long in cold waters as it is not a northern fish but it comes from the warm waters of California.

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Closing date, 25th of month preceding date of issue.

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We have some unusual offerings in draggers, wood and steel construction, 32' — 115', write for details. Used rebuilt marine engines: gasoline—35 hp. Kermath, dual ignition, electric starter, not run over 15 hours; 110 hp. Kermath SEA-MATE, new 1941, used one Summer; 4-52 Gray, 2:1 reduction gear, not run over 100 hours, new 1946; Chrysler Royal, 3:1 reduction gear, guaranteed three months. Diesels: 80 hp. Lathrop, new 1945, fine condition; 150 hp. F. Morse, 5 cyl., new 1941, guaranteed; 450 hp. F. Morse, excellent condition, with auxiliaries. These are only a few of our engine listings. Party boat, flush deck, 47' x 13'9" x 5'9", built 1940, Chrysler powered, full equipment. 38' x 10' x 3' party boat, built by Frost in 1932, Gray 6-131, new last year, not run over 30 hours. Write us as to your requirements as we have many others listed. Know Marine Exchange, Camden, Me.

**DRAGGER FOR SALE**

Fifty foot dragger *Eva M. Martin*, 90 to 110 Gray Diesel engine, has 3-year-old winch. Boat is well equipped with nets and doors, electric generator, two sets of batteries and a telephone receiving set. Asking \$10,000. Please get in touch with Ignazio Ragusa, 301 North St., Boston, Mass. Telephone Bowdoin 4733.

**DRAGGER FOR SALE**

Seventy-five foot dragger for sale, four years old, ready for fishing, capacity 95,000 lbs. of iced fish. Has 170 hp. engine, one year old. For quick sale, thirty-five thousand dollars (\$35,000.00). Write Box 14, Atlantic Fisherman, Goffstown, N. H.

**FOR SALE**

New all-welded steel combination tug and freighter, 75' x 20' x 9'. Hull is fitted with separate interior tanks which can be readily finished as fish holds. We can complete vessel as trawler or other type of fishing boat. Equipped with 450 hp. full Diesel, Diesel auxiliaries, mechanical steering gear and complete crew accommodations. H. J. Branigan, Inc., 29 Broadway, New York 6, N. Y. Whitehall 4-0260.

**TRAWL WINCH FOR SALE**

New England Model BDH friction drum trawl winch, capacity 500 fathoms 3/4" wire rope per drum, combination spur and bevel gear drive, heavy cast steel frame. Completely rebuilt and guaranteed against defective parts. Available for immediate delivery. Price, \$3850 f.o.b. Chelsea. Phone Chelsea 4354. NEW ENGLAND TRAWLER EQUIPMENT CO., Eastern Ave. Chelsea, Mass.

**DRAGGERS FOR SALE**

Practically new Maine built draggers—51' x 13' x 7', built 1944, 80 hp. Lathrop Diesel and wheelhouse aft. Complete equipment. Hull damaged after going ashore in storm. Offer, 57' x 16.6' x 9', built 1946, Western type, 165 G. M. Diesel and wheelhouse forward. Large capacity. All modern equipment. 71' x 17'6" x 10', built 1946, Eldredge-McInnis design schooner type dragger, 200 hp. Hendy Diesel, exceptionally fine vessel, rigged on both sides, and has every desirable item of up-to-date equipment.

Full details and photos on request. Edwin B. Athearn, Marine Broker, Woods Hole, Mass. Phone Falmouth 1715.

**Where to Ship in New York**

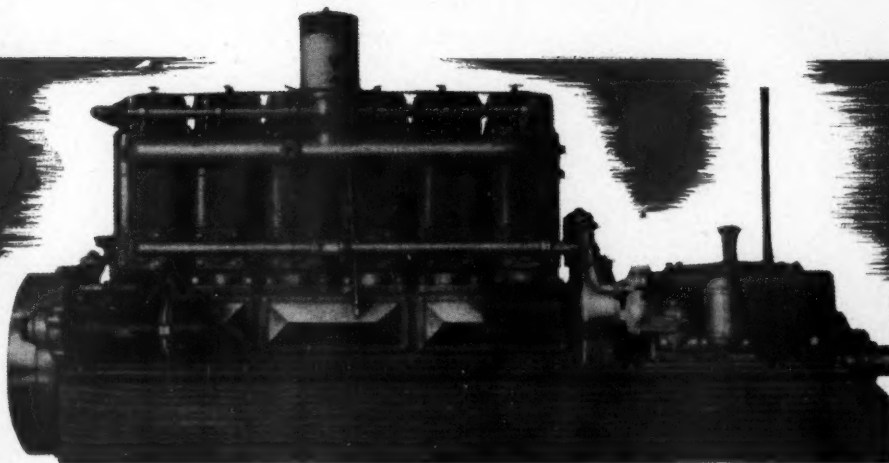
Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market



## Dependable Diesel Power



Shrimp Trawler "KENDALL D. WADE"  
Powered with D-80 Diesel

It's an accepted fact when the boat is powered with a marine engine from THE LATHROP ENGINE COMPANY because the cylinder and cylinder heads are cast separately rather than group casting in a single block.

This method of construction is advantageous not only from the standpoint of easy accessibility and low replacement costs but it enables the operator to isolate or shut off one unit while leaving the others still operative to guarantee dependable power for continuous operation in case of accident or damage during off shore work when the boat relies on its own power for a safe return.

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# For the "Julie Anne" only a **Cooper-Bessemer** would do!

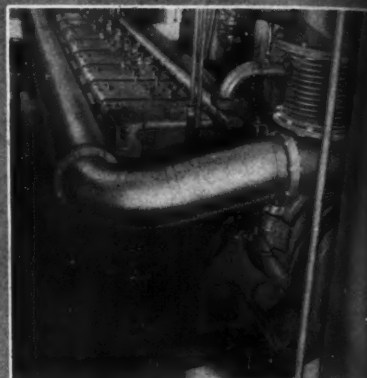
The "Julie-Anne" is not Captain Leo Favaloro's first fishing vessel . . . but she's the first to be Cooper-Bessemer powered. Captain Favaloro had watched the performance of these outstanding Diesels in other vessels . . . decided he'd have *only* a Cooper-Bessemer for his new "Julie-Anne."

Launched last Spring, the "Julie-Anne" has had plenty of time to demonstrate to both Captain Favaloro and Engineer Thomas Kane that picking a Cooper-Bessemer Diesel was mighty wise. Captain Favaloro will tell you that the engine's performance has been completely satisfactory, living up to his highest expectations.

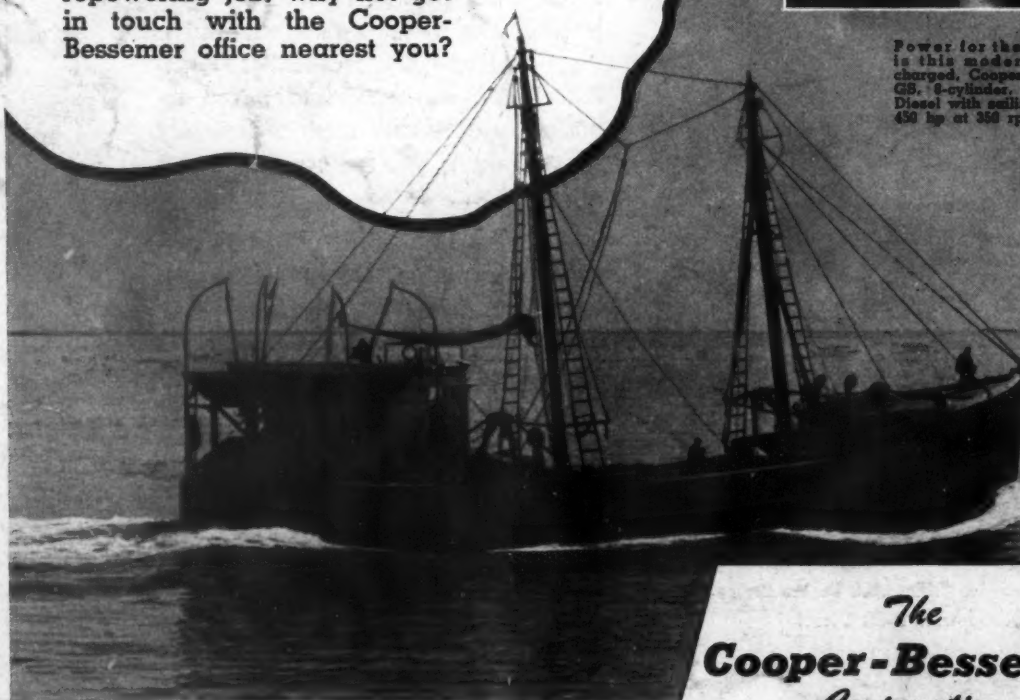
If you are planning a new vessel or a repowering job, why not get in touch with the Cooper-Bessemer office nearest you?



Captain Leo Favaloro, owner of the new schooner, "Julie-Anne".



Power for the "Julie-Anne" is this modern, turbo-supercharged, Cooper-Bessemer Type GS, 6-cylinder, direct-reversing Diesel with sailing clutch, rated 450 hp at 360 rpm.



The Cooper-Bessemer powered, 105 ft. "Julie-Anne", designed and built by John Prince Story Shipyard, Essex, Mass.

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